







BRADSHAW'S  
**Railway Companion,**  
CONTAINING  
THE TIMES OF DEPARTURE  
FARES, &c.  
OF THE RAILWAYS IN GREAT BRITAIN  
AND IRELAND,

AND ALSO  
**Hackney Coach Fares,**  
FROM THE PRINCIPAL RAILWAY STATIONS  
ILLUSTRATED WITH  
MAPS OF THE COUNTRY THROUGH WHICH THE  
RAILWAYS PASS,  
AND PLANS OF  
LONDON, BIRMINGHAM, BRISTOL,  
LIVERPOOL, AND MANCHESTER.

PRICE ONE SHILLING.

LONDON:

PUBLISHED BY D. BOGUE, 86, FLEET-STREET;  
AND SOLD BY ALL BOOKSELLERS & RAILWAY COMPANIES

1844.

# GENERAL INSTRUCTIONS

## FOR

# RAILWAY TRAVELLERS.

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The Doors of the booking offices are closed at the precise times appointed for starting the Trains, and Passengers should be at the intermediate Stations at least ten minutes before the specified times of departure.

It is very desirable that Passengers should have their name and destination stated in full on their luggage, and to mark the number of the carriage on which it is deposited—light luggage may be taken into the carriage. The Companies do not hold themselves responsible for luggage unless booked and paid for according to its value. The weight generally allowed each passenger is about 60lbs for second class, and 100lbs for first class passengers.

Preserve your Ticket until called for by the Companies' servant.

Post Horses may be readily obtained at each terminus, and at most of the principal Stations.

\* \* Carriage Trucks and Horse Boxes are kept at all the principal Stations, but to prevent disappointment, it is recommended that notice be given the day previous to their being required, and they ought to be at the Station Twenty minutes before the time of starting.

At each terminus Omnibuses, Coaches, and Cabs are generally waiting the arrival of Trains.

Infants in arms, unable to walk, not charged, and children under Ten Years of age only half fare.

Dogs, at a small charge for each, are conveyed in a proper vehicle, but are not allowed to be taken inside the carriages.

Smoking not allowed at the Stations, nor in any of the carriages.

No fees or gratuities are allowed to be received by any of the Companies' servants, but they are strictly enjoined to pay every attention to the convenience of passengers.

Do not lean upon the door of the carriage, nor attempt to get out whilst it is in motion.



Miles	Down Trains.	4½	7¼	6	11	8	9	11	12	1½	2	4	5	5½	6½	7½	8½	4½	9½	mail.	GOODS.
	Trains leave																				
	PADDINGTON	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
5½	Ealing	6 0	8 0	9 0	11 15	12 0	1 15	2 0	2 15	3 0	4 0	5 0	6 0	7 0	8 0	9 0	10 0	11 0	12 0	1 0	2 0
7¼	Hanwell	..	..	..	..	..	..	..	..	..	1 41	4 13	5 41	6 41	7 43	8 43	9 43	10 43	11 43	12 43	1 43
9	Southall	..	..	..	..	..	..	..	..	..	1 45	4 19	5 46	6 46	7 49	8 49	9 49	10 49	11 49	12 49	1 49
13	West Drayton	..	..	..	..	..	..	..	..	..	1 50	4 24	5 50	6 50	7 54	8 54	9 54	10 54	11 54	12 54	1 54
18	SLOUGH	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
22½	MAIDENHEAD	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
29	TWYFORD	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
35½	READING	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
41½	PANGBOURNE	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
44½	Goring	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
47½	WALLINGFORD ROAD	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
53	DIDCOT (Junction)	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
	55 APPLEFORD	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
	56 ABINGDON ROAD	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
	63 OXFORD	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
	STEVENSON	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
56½	FARRINGTON ROAD	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
63½	SHRIVENHAM	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
71½	SWINDON (Junction)	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
77		..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
	CHELTEHAM (Departs or)	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
	81½ Purton	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
	83½ MINETY	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
	95 CIRENCESTER	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
	SWINDON Junction (Departs)	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
82	WOOTTON BASSET	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
93½	CHIPPENHAM	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
98½	Corsham	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
101½	Box	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
106½	BATH	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
108½	Twerton	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
111½	Saltford	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
113½	Keynsham	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
118½	BRISTOL	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
126½	Nailsea	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
130½	CLEVEDON ROAD, Yatton Junc.	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
132½	Banwell	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
136½	WESTON SUPER MARE	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
145½	HIGHBRIDGE, near Burnham	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
151½	BRIDGEWATER	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
163	TAUNTON	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
170	WELLINGTON	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
179	TIVERTON ROAD	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
181½	COLLUMPTON	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
185½	Hele	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42
193½	EXETER	..	..	..	..	..	..	..	..	..	2 0	4 33	5 38	6 38	7 42	8 42	9 42	10 42	11 42	12 42	1 42

Miles	Up Trains.	7½	9	6½	7	11½	8.35	7	8½	9½	10½	6	12.46	4½	10	3½	5½	9.35	Passengers & Goods.
	Trains leave	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
8½	EXETER																		
12½	Hele							7 0	8.30	9.15	10.30		12.46			3.15	5.15	9.35	2.25
14½	COLLUMPTON							7.17	8.45	9.32	10.53		1 0			3.31	5.33		2.45
23½	TIVERTON ROAD							7.25	8.54	9.43	10.53		1 8			3.39	5.45	9.57	3 0
30½	WELLINGTON							7.30	8.50	9.48	10.53		1.12			3.44	5.45	10	3.45
42½	TAUNTON							7.50	9.18	10.10	11.18		1.34			4.3	6.10	10.23	3.45
48½	RIDGEWATER							8 5	9.32	10.12	11.32		1.47			4.17	6.30	10.40	4.25
	HIGHBRIDGE							8.30	9.52	down	11.53		2 7			4.37	6.55	11 5	5.10
	Starting from							8.45	10 5	trains only.			2.19			4.50	7.10		5.45
58½	WESTON SUPER MARE Station							8.35	9.55	11.25	12 5		2.23			5 0	7.20		5 0
60	Banwell							9.12			12.20						7.37		
63½	CLEVELAND RD. Yattn. Junction.							9.21	10.35		12.36		2.51			5.20	7.46		6.45
67½	Nailesea							9.31			12.45						8.15		
75½	BRISTOL } arrival							9.50	11 5	noon	1 5		3.25			5.50	8.15	12.15	7.30
80½	} departure							10 0	11.15	12 0	1 15		3.40	4.30	10 0	6 0	8.30	12.25	2.30 10 0
82½	Keynsham				7 0		8.35	10 10	11.25	12.10		2.10	3.50	4.40			8.40		
84½	Saltford							10.16		12.16		2.16		4.46			8.45		
87½	Twerton							10.22		12.22		2.22		4.52			8.52		
92½	BATH							10.30	11.43	12.30		2.30	4 7	5.10	10.45	6.25	9 0	12.45	10.45
95½	Box				7.25		9 0	11.55		1 55		4.20				6.37			
99½	Corsham				7.36			12 7		2 5		4.32				6.50			
100	CHIPPENHAM						9.23		12.20		2 17		4.44			7 2		1.15	4 5
111	WOOTTON BASSET				8 2		9.25		12.25				5 8					4.45	
	Starting from						9.59		12.45										
134½	CIRENCESTER				7.50		9.25		12.15		1.45		4.10				6.45	1 5	4.10 1 5
125	MINETY				8.15				12.57		2.10		4.38				7.10		4.38
121	Purton				8.23		10 0			2.20		4.50					7.20		4.54
116½	SWINDON } Arrival				8.37		10.13		1 0		2.45		5.20				7.30	1.56	5 5 1.50
122½	} Departure				8.47		10.23		1 10		2.55		5.30				7.40	2 0	5.40 2.20
130	SHRIVENHAM				8.58		10.35		1.23				5.42				8 8	2.25	6.25
137½	FARINGDON ROAD				9.13		10.50			3.20								7.35	
	STEVINGTON				9.28								6.10						
	Starting from																		
150½	OXFORD			a.m.	7.50		10 15		11.45	1.35		3.15		5.45			8 0	2.20	5.45
143½	ABINGDON ROAD				8 5	9.25	11 0	11.58	1.50	3.30		3.30		6 5			8.15	2.35	6 5
142½	APPLEFORD				8 8				1.53				6.10					6.10	
140½	DIDCOT				8.14	9.35	11.10	12.10	2 0		3.40		6.18				8.28	2.49	7.30 4 0
146½	WALLINGFORD ROAD				8.30		11.28		2.20				6.35					3 6	7.45
149½	Goring				8.38	9.55							6.42						
152½	PANGBOURNE	a.m.			8.46	10 2	11.40				4.10						8.54		8.10
158	READING	7.30			9 0	10.16	11.53		2.42		4.25		7 0				9.8	3.30	9.20 5 0
163	TWYFORD	7.40			9.10	10.26	a.m.		2.55				7.14	p.m.			9.37		10 5
171½	MAIDENHEAD	7.55	a.m.		9.30	10.40	11.15	12.20	3 45		4.52	p.m.	7.31	8.30			9.20	4 0	6 0
175½	SLOUGH	8 6	9 0	9.40	10.50	11.25	12.30	3 0	3.25		5 5	6 0	7.42	8.45			9.47	4.10	10.45 6.30
180½	West Drayton	8.18	9.10	9.53		11.37		2.10				6.10		8.55				4.22	
184½	Southall	8.28	9.19	10 3		11.46		2.19				6.19		9 5				T	
186½	Hanwell	8.33	9.24	10 9		11.51		2.24				6.24		9.10					
188½	Baling	8.38	9.28	10.14		11.56		2.28				6.28		9.15					
193½	BADDINGTON	8.55	9.45	10.30	11.30	12.15	1 10	2 5	4.10		5.50	6.45	8.25	9.30			10.30	4.50	12 0 7.45



# **GREAT WESTERN TABLE OF FARES.**

From Paddington to	PASSENGERS.				*CAR- RIAGES.		Horses.		From BRISTOL to	PASSENGERS.				*CAR- RIAGES.		Horses.		From EXETER to	PASSENGERS.				*CAR- RIAGES.		Horses.	
	1st	2nd	3rd	4th	whl	whl	Each	Pair,		1st	2nd	3rd	4th	whl	whl	Each	Pair,		1st	2nd	3rd	4th	whl	whl	Each	Pair,
	class	class	class	class	whl	whl	Each	same pro.		class	class	class	class	whl	whl	Each	same pro.		class	class	class	class	whl	whl	Each	same pro.
Ealing.....	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	Exeter.....	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	Hele.....	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Hanwell.....	1 6	0 9	..	..	..	..	..	..	Hele.....	2 6	1 6	1 0	..	..	..	..	..	Collumpton ..	2 6	1 6	1 0	..	..	..	..	..
Southall.....	2 0	1 0	..	..	..	..	..	..	Collumpton ..	3 6	2 6	1 6	1 0	8 0	8 0	8 0	13 0	Tiverton Road	4 6	3 0	2 0	12 0	9 0	10 0	16 0	..
West Drayton ..	2 6	1 3	0 9	..	..	..	..	..	Wellington ..	4 6	3 0	2 0	12 0	9 0	10 0	16 0	..	Wellington ..	7 6	5 0	3 0	16 0	12 0	14 0	21 0	..
Slough.....	3 0	1 6	1 0	..	..	..	..	..	Taunton.....	9 0	5 6	3 6	18 0	12 0	15 0	23 0	..	Taunton.....	9 0	5 6	3 6	18 0	12 0	15 0	23 0	..
Maidenhead ..	4 6	2 6	1 6	11 0	8 0	9 0	14 0	..	Bridgewater ..	11 0	7 6	4 6	26 0	20 0	32 0	35 0	..	Bridgewater ..	12 0	7 6	4 6	26 0	20 0	32 0	35 0	..
Twyford.....	5 6	3 6	2 0	12 0	9 0	10 0	16 0	..	Highbridge ..	8 0	5 6	3 6	20 0	15 0	16 0	28 0	..	Highbridge ..	14 0	8 6	5 6	28 0	20 0	32 0	35 0	..
Reading.....	7 0	5 0	2 6	16 0	12 0	14 0	24 0	..	Weston Sup. Mare	6 6	4 6	3 0	16 0	12 0	14 0	24 0	..	Weston Sup. Mare	15 0	10 0	6 0	32 0	23 0	27 0	39 0	..
Pangbourne ..	8 0	5 6	3 0	20 0	15 0	16 0	28 0	..	Banwell.....	5 0	3 0	2 0	12 0	9 0	10 0	16 0	..	Banwell.....	16 0	10 0	6 0	32 0	23 0	27 0	39 0	..
Goring.....	9 6	6 6	3 6	24 0	18 0	20 0	32 0	..	Clevedon Road ..	4 0	2 6	..	..	..	..	..	..	Clevedon Road ..	17 6	11 6	7 0	36 0	26 0	31 0	47 0	..
Wallingford Road.	10 6	7 0	..	..	..	..	..	..	Nailsea.....	3 0	1 6	1 0	8 0	6 0	7 0	12 0	..	Nailsea.....	18 6	12 0	7 6	..	..	..	..	..
Steventon.....	11 6	8 0	4 6	28 0	21 0	24 0	40 0	..	BRISTOL.....	2 0	1 0	0 9	..	..	..	..	..	BRISTOL.....	20 0	13 0	8 0	40 0	30 0	34 0	54 0	..
Faringdon Road ..	12 6	8 6	5 0	32 0	24 0	28 0	48 0	..	Keynsham.....	1 6	0 9	..	..	..	..	..	..	BATH.....	22 6	14 6	9 0	48 0	35 0	41 0	63 0	..
Shrivenham.....	14 0	10 0	6 0	36 0	27 0	32 0	52 0	..	Saltford.....	2 0	1 0	..	..	..	..	..	..	Cirencester ..	32 0	21 6	12 6	60 0	46 0	52 0	75 0	..
Swindon.....	17 0	12 0	7 6	39 0	29 0	35 0	58 0	..	Twerton.....	2 0	1 0	..	..	..	..	..	..	Paddington ..	50 0	34 0	20 0	92 0	74 0	82 0	108 0	..
Purton.....	20 0	14 0	9 0	42 0	32 0	38 0	63 0	..	BATH.....	2 6	1 6	1 0	8 0	6 0	7 0	12 0	..									
Minety.....	23 0	16 0	10 0	48 0	36 0	44 0	74 0	..	Box.....	3 6	2 0	..	..	..	..	..	..									
CIRENCESTER.....	25 0	18 0	11 0	48 0	38 0	44 0	64 0	..	Corsham.....	4 6	2 6	..	..	..	..	..	..									
Wootton Bassett ..	22 0	15 6	9 6	44 0	34 0	40 0	60 0	..	Chippenham.....	5 6	3 6	2 0	12 0	10 0	11 0	17 0	..									
Chippenham.....	24 6	17 6	10 6	47 0	37 0	43 0	63 0	..	Wootton Bassett ..	8 0	5 6	3 0	16 0	14 0	15 0	23 0	..									
Corsham.....	25 6	18 6	..	..	..	..	..	..	Purton.....	10 0	7 6	..	..	..	..	..	..									
Box.....	26 6	19 6	..	..	..	..	..	..	Minety.....	11 0	8 0	4 0	20 0	17 0	19 0	27 0	..									
BATH.....	27 6	19 6	11 6	53 0	43 0	48 0	68 0	..	CIRENCESTER ..	12 0	8 6	4 6	22 0	18 0	20 0	29 0	..									
Twerton.....	28 6	20 6	..	..	..	..	..	..	Swindon.....	10 6	7 6	3 6	20 0	17 0	19 0	27 0	..									
Saltford.....	29 0	20 6	..	..	..	..	..	..	Shrivenham.....	13 0	9 0	5 0	24 0	20 0	22 0	32 0	..									
Keynsham.....	29 6	20 6	..	..	..	..	..	..	Faringdon Road ..	16 0	11 0	6 0	28 0	23 0	25 0	37 0	..									
BRISTOL.....	30 0	21 0	12 6	58 0	48 0	53 0	73 0	..	Steventon.....	17 6	12 6	7 6	32 0	26 0	28 0	42 0	..									
Nailsea.....	32 0	22 6	13 6	61 0	51 0	56 0	76 0	..	Wallingford Road ..	18 6	13 0	8 0	33 0	28 0	30 0	46 0	..									
Clevedon Road ..	33 0	22 6	13 6	61 0	51 0	56 0	76 0	..	Goring.....	19 6	14 0	..	..	..	..	..	..									
Banwell.....	34 0	23 6	..	..	..	..	..	..	Pangbourne ..	21 0	14 6	9 0	40 0	32 0	35 0	50 0	..									
Weston Sup. Mare	35 0	24 6	14 6	64 0	54 0	59 0	79 0	..	Reading.....	22 0	15 6	9 6	43 0	35 0	38 0	54 0	..									
Highbridge ..	36 6	25 6	15 0	68 0	57 0	63 0	83 0	..	Twyford.....	23 0	16 0	10 0	47 0	38 0	42 0	58 0	..									
Bridgewater ..	38 0	26 6	16 0	72 0	60 0	65 0	85 0	..	Maidenhead ..	24 6	17 6	10 6	51 0	42 0	46 0	63 0	..									
Taunton.....	41 0	28 6	17 0	78 0	65 0	71 0	91 0	..	Slough.....	25 6	18 6	11 0	54 0	45 0	49 0	67 0	..									
Wellington ..	43 0	29 0	17 0	82 0	68 0	74 0	96 0	..	West Drayton ..	27 0	19 6	11 6	..	..	51 0	71 0	..									
Tiverton Road..	45 6	31 0	18 0	86 0	70 0	77 0	100	..	Southall.....	27 6	20 0	12 0	..	..	..	..	..									
Collumpton ..	46 6	31 0	19 0	88 0	71 0	78 0	102	..	Hanwell.....	28 0	20 6	..	..	..	..	..	..									
Hele.....	48 0	32 6	19 6	..	..	..	..	..	Ealing.....	29 0	21 0	..	..	..	..	..	..									
Exeter.....	50 0	34 0	20 0	92 0	74 0	82 0	108 0	..	PADDINGTON ..	30 0	22 0	12 6	58 0	48 0	53 0	73 0	..									

\* Carriages and Horses, when conveyed by the Goods train, will be charged one-third less than this scale.

Exeter is 45 miles from Plymouth; Cirencester is 15 miles from Cheltenham, 12 miles from Stroud, and 17 miles from Gloucester.

Post Horses are kept in readiness at the principal stations, and upon sufficient notice being given at Paddington, or at the Bull and Mouth office, St. Martin's-le-Grand, would be sent to bring carriages from any part of London to the station, at a charge of 3s. west of St. Martin's-lane, and 10s. 6d. beyond it, both including post boy. Similar notice may be given at Bristol for carriages to be brought from Clifton or the neighbourhood to the Bristol station.

\*. The strong black mark or stop under certain times or arrival, in the two preceding tables, show that the trains do not proceed beyond the stations on the same line.

## **SUNDAY TRAINS.**—The Trains marked with an \* in the two preceding tables run on Sundays, and in addition there are trains as follow:—

DOWN.—Paddington to Slough, at 8½ and 9½ a.m.; to Reading, at 9 a.m.; to Maidenhead, at 5 p.m.; and to Oxford at 7 p.m.; also from Swindon to Bristol at 8½ a.m.

UP.—From Exeter to Bristol, at 7 a.m.; from Bristol to Swindon, at 6½ p.m.; from Oxford to Paddington at 7 20 a.m.; and 5 50 p.m.; from Slough to Paddington, at 8 a.m. and 5 p.m.; from Maidenhead to Paddington, at 6½ p.m.; and from Reading to Paddington, at 9 p.m.

Trains stop on particular days as indicated by their initials.

Passengers, Parcels, &c. from Exeter, Taunton, Bridgewater, Bristol, Bath, and Chippenham, proceeding to Gloucester, Cheltenham, &c., may be booked for Cirencester by the up trains to Swindon Junction, proceeding by the down trains to Cirencester. In like manner passengers from Gloucestershire, &c. can proceed West, by coming from Cirencester to the Swindon Junction, and thence by the down trains to Chippenham, Bath, Bristol, Bridgewater, Taunton, & Exeter.—Third class passengers will be conveyed by the Goods' trains, and 14lbs. of luggage allowed for each. The down Goods' train on Sunday leaves Swindon for Cirencester at 1 12 p.m. instead of 9 a.m. or 11 a.m.—Horses only are conveyed to and from West Drayton.

Miles	DOWN TRAINS. Depart from	6½	7	9	11	11½	12	1	2½	3	4½	5	5½	6½	Fares.			
		a.m. Mix.	a.m. Mix.	a.m. Mix.	a.m. 1st cl	a.m. Mix.	noon Slow.	p.m. Mix	p.m. Mix	p.m. 1st Cl.	p.m. Mix	p.m. Mix	p.m. Mix	p.m. Mix	Fast. 1 Cls.	Mixed. 1 Cls.	2 Cls.	3 Cls.
	<b>Nine Elms</b> ....	6 30	7 0	9 0	11 0	11 39	12 0	1 0	2 15	3 0	4 15	5 0	5 30	8 30	s d	s d	s d	s d
23	Wandsworth	6 38	..	9 7	..	11 38	12 11	1 7	2 23	..	4 23	..	5 38	..	..	1 0	0 6	0 0
52	Wimbledon .. [Co.	6 47	..	9 15	..	11 47	12 22	1 15	2 32	..	4 32	..	5 47	..	..	1 6	1 0	0 0
104	Kingston & Hamp.	7 0	..	9 27	..	12 0	12 40	1 27	2 45	..	4 45	5 25	6 0	8 55	..	2 0	1 6	1 0
129	Esher & Claremont	7 7	..	9 33	..	12 7	12 50	1 33	2 52	..	4 52	..	6 7	9 2	..	2 6	1 9	1 4
154	Walton	7 15	..	9 39	..	12 15	1 11	39	3 0	..	5 0	..	6 15	..	..	3 0	2 0	1 6
174	Weybridge	7 20	7 37	9 46	..	12 20	1 11	46	3 7	..	5 7	5 43	6 20	9 12	..	3 6	2 6	1 6
223	Woking	..	7 50	10 0	11 46	..	1 34	2 0	3 25	3 46	5 25	5 55	..	9 27	6 0	5 6	4 0	2 0
313	Farnborough	..	8 18	10 25	12 4	..	2 30	2 25	..	4 4	..	6 20	..	9 50	9 0	8 0	5 6	4 0
383	Winchfield	..	8 30	10 40	12 17	..	2 56	2 40	..	4 17	..	6 35	..	10 8	10 0	10 0	7 0	5 0
464	Basingstoke	..	8 50	11 5	12 33	..	3 30	3 5	..	4 33	..	7 0	..	10 31	12 6	12 0	8 0	6 0
564	Andover Road	..	9 25	11 38	1 1	..	4 20	3 38	..	5 1	..	7 30	..	10 59	15 6	15 0	10 0	7 0
65	Winchester	..	9 43	11 53	1 19	..	4 52	3 58	..	5 19	..	7 50	..	11 16	18 6	17 12	12 0	8 0
714	Bishopstoke	..	10 0	12 20	2 37	..	5 45	4 20	..	5 37	..	8 12	..	11 34	19 6	18 13	13 0	9 0
774	<b>Southampton</b>	..	10 20	12 40	2 0	..	6 10	4 40	..	6 0	..	8 30	..	11 57	21 0	20 0	14 0	10 0
	<b>Bishopstoke</b> ..	..	10 0	12 20	1 37	..	5 45	4 20	..	5 37	..	8 12	..	11 44	..	..	..	..
774	Botley	..	10 13	12 32	..	..	6 0	4 32	..	5 47	..	8 24	..	11 56	20 6	19 6	14 0	10 0
83	Fareham	..	10 25	12 46	1 58	..	6 15	4 46	..	5 58	..	8 38	..	12 10	21 6	20 6	14 6	10 0
88	<b>Gosport</b>	..	10 45	1 10	2 25	..	6 35	5 10	..	6 25	..	9 0	..	12 32	22 0	21 0	15 0	10 0

Miles	UP TRAINS. Depart from	1 35	7½	9	6½	8½	8½	10½	3	12½	2½	5½	7½	5½	Fares.			
		a.m. Mail	a.m. Mix	a.m. Mix	a.m. Mix	a.m. Mix	a.m. Slow.	a.m. 1st cl.	p.m. Mix	p.m. Mix	p.m. 1st Cl.	p.m. Mix	p.m. Mix	p.m. Mix	Fast. 1 Cls.	Mixed. 1 Cls.	2 Cls.	3 Cls.
	<b>Gosport</b>	1 35	..	..	6 30	8 30	8 45	10 30	..	12 30	2 30	..	..	5 30	s d	s d	s d	s d
5	Fareham	1 50	..	..	6 42	8 42	8 57	10 42	..	12 42	2 42	..	..	5 42	..	1 6	1 0	0 6
104	Botley	2 2	..	..	6 54	8 54	9 9	..	..	12 54	2 54	..	..	5 54	..	2 6	1 6	1 0
164	Bishopstoke	2 19	..	..	7 11	9 11	9 30	11 11	..	1 11	3 11	..	..	6 11	8 6	3 6	2 6	1 6
	<b>Southampton</b>	2 15	..	..	7 0	9 0	9 15	11 0	..	1 0	3 0	..	..	6 0	..	4 6	3 0	2 0
214	Bishopstoke	2 29	..	..	7 11	9 11	9 30	11 11	..	1 11	3 11	..	..	6 11	3 6	3 6	2 6	1 6
23	Winchester	2 48	..	..	7 32	9 35	10 5	11 30	..	1 25	3 30	..	..	6 32	6 0	5 6	4 0	2 8
313	Andover road	3 12	..	..	7 59	10 0	10 35	11 50	..	2 0	3 50	..	..	6 54	8 0	7 6	5 6	3 8
413	Basingstoke	3 32	..	..	8 23	10 25	11 15	12 11	..	2 25	4 11	..	..	7 16	10 0	10 0	7 0	4 8
493	Winchfield	3 50	..	..	8 43	10 48	11 45	12 28	..	2 48	4 28	..	..	7 32	12 6	12 0	8 6	5 10
564	Farnborough	4 7	..	..	9 0	11 6	12 10	12 42	..	3 6	4 42	..	..	7 50	14 0	13 6	9 6	7 2
654	Woking	4 25	7 45	..	9 20	11 30	12 42	1 0	..	3 30	5 0	5 15	..	8 10	16 6	16 0	11 6	8 0
704	Weybridge	4 39	7 57	9 0	9 32	11 40	1 20	..	3 9	..	..	5 27	7 30	..	..	17 6	12 0	8 6
724	Walton	..	8 3	9 5	..	11 45	1 28	..	3 5	..	..	5 33	7 35	..	..	18 0	12 6	..
754	Esher & Hamptn. C	4 47	8 10	9 12	..	11 52	1 40	..	3 12	..	..	5 40	7 42	..	..	18 6	13 0	..
774	Kingston	1 56	8 19	9 22	9 55	12 0	1 50	..	3 22	4 0	..	5 49	7 52	8 33	..	19 0	13 6	10 0
824	Wimbledon	..	8 32	9 33	..	12 13	2 6	..	3 33	..	..	6 5	8 3	..	..	20 0	14 6	..
854	Wandsworth	..	8 41	9 42	..	12 22	2 18	..	3 42	..	..	6 15	8 12	..	..	21 0	15 0	..
88	<b>Nine Elms, ar.</b>	5 25	8 50	9 50	10 30	12 40	2 30	2 0	3 50	4 40	6	6 25	8 20	9 15	22 0	21 0	15 0	10 0

**Sundays.**—From Nine Elms to Woking, mixed, 9½ a.m., 2½ p.m.; Nine Elms to Southampton and Gosport, mixed, 10 a.m., 5 and 8½ p.m. mail.

**From Gosport and Southampton to Nine Elms.** 1 35 mail, mixed, 9½ a.m. and 4½ p.m.; from Woking to Nine Elms, mixed, 9½ a.m., 6½ and 8½ p.m.

The first class seats convey 3rd class passengers, but the 3rd class passengers do not convey 1st class passengers.

**From Southampton to Gosport at 9 45 a.m., 12 noon, 4, 5 20 & 8 p.m.** On SUNDAYS, 10 a.m., 1 10 and 8 10 p.m., all mixed.

**From Gosport to Southampton, at 8 45 and 10 30 a.m., 2 30, 5 30, and 7 45 p.m.** On SUNDAYS, at 9½ a.m., 4½ and 7 45 p.m., all mixed.

The Short Trains stop at all the stations. The slow train will convey passengers at very low fares.



# 6 EASTERN COUNTIES —Colchester Line—50½ Miles.

Stations.	Down Trains.								mail.
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
Trains leave									
Shoreditch ..	+8 30	11 0	2 0	3 0	4 15	5 0	+6 15	8 30	
Mile End.....	8 34	..	2 4	..	..	..	..	..	
Stratford .....	* 11 8	..	2 12	..	4 25	5 12	6 25	8 45	
Ilford .....	8 56	11 17	2 21	..	4 33	5 23	6 33	8 53	
Romford .....	9 10	11 28	2 33	3 32	4 45	5 36	6 44	9 2	
Brentwood .....	9 28	11 45	2 51	3 51	5 0	5 55	7 1	9 16	
Ingatstone.....	9 45	Friday	..	4 14	..	..	..	9 35	
Chelmsford .....	10 0	12 15	3 21	4 31	..	6 32	7 30	9 52	
Witham .....	10 22	12 41	3 47	5 1	..	7 1	..	10 15	
Kelvedon .....	10 32	12 54	3 59	5 12	..	7 10	..	10 24	
Colchester.....	10 55	1 20	4 25	5 35	..	7 30	..	10 49	

Stations.	Up Trains.								mail.
	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
Colchester....	2 45	..	..	19 0	11 10	2 20	4 30	+6 30	
Kelvedon .....	3 10	..	..	9 25	11 37	2 48	4 55	6 55	
Witham .....	3 20	..	..	9 34	11 48	2 59	5 4	7 4	
Chelmsford .....	3 45	..	..	8 30	9 57	12 12	3 24	5 27	7 35
Ingatstone.....	4 3	..	..	8 42	..	12 25	..	..	7 50
Brentwood .....	4 23	8 30	8 58	10 31	12 43	3 54	5 58	8 10	
Romford .....	4 38	8 47	9 13	10 48	12 58	4 15	6 17	8 27	
Ilford .....	4 48	8 59	9 29	..	1 8	4 30	6 30	8 39	
Stratford .....	4 54	9 10	9 41	11 10	..	4 39	6 39	8 50	
Mile End .....	..	..	9 51	..	*	..	..	8 56	
Shoreditch ..	5 4	9 25	9 57	11 20	1 25	4 50	6 50	9 0	

**On Sundays.**—From London to Colchester, 8½ a.m., 4½, and 8½ p.m. mail; to Brentwood, 9½ a.m., and 2 p.m. From Colchester to London, 2½ mail, and 9 a.m., and 6 p.m.; from Brentwood, 1 and 7 p.m.—\* On Wednesdays only.

Wagon passengers conveyed by the luggage train to Chelmsford, Witham, Kelvedon, and Colchester, at 4s. each.

† Third class carriages are attached to these trains only.

## FARES.

Stations.	From London.			From Colchester		
	1st class.	2nd class.	3rd class.	1st class.	2nd class.	3rd class.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
LONDON .....	..	..	..	12 6	9 6	7 0
Mile End.....	..	..	..	..	..	..
Stratford .....	0 9	0 7	..	11 9	8 10	6 6
Ilford .....	1 4	1 0	0 9	11 2	8 6	6 3
Romford .....	2 6	1 9	1 3	10 0	7 9	5 9
Brentwood .....	3 6	2 9	2 0	9 0	6 9	5 0
Ingatstone.....	5 6	4 6	3 6	7 0	5 0	3 6
Chelmsford .....	7 0	5 0	4 0	5 6	4 6	3 0
Witham .....	9 0	6 6	5 0	2 6	2 0	1 6
Kelvedon .....	10 0	7 6	6 0	..	..	..
Colchester .....	12 6	9 6	7 0	..	..	..

## LONDON AND CROYDON.

7

**From London Bridge and Bricklayers' Arms**  
Stations every hour, from 8 5 until 11 5 morning, and from 12 20 until 9 20 evening.

**Sunday Trains,** at 8 5, 9, and 10 morning, from 1 20 until 9 20 evening.

TRAINS FROM CROYDON AT THE SAME HOURS.

**Fares** from either London Bridge or Bricklayers' Arms.—To or from Croydon, Jolly Sailor, and Anerley, first class, 1s. 3d.; second, 1s.; third, 9d. To or from Sydenham, and the Dartmouth Arms, first class, 1s.; second, 9d.; third, 6d. To or from New Cross, first class, 8d.; second, 6d.; third, 4d.

**Day Tickets** to Anerley and back, first class, 2s.; second, 1s. 6d.; third, 1s.

## STOCKTON AND DARLINGTON.

Bishop Auckland to Darlington, Stockton, Middlesbro', and York, 3 30 and 11 a.m.; 2 35 mail, & 5 40 p.m. Darlington to Shildon, South Church, Bishop Auckland, 9 30 a.m. mail; 12 40, 4, and 6 40 p.m.

Darlington to Stockton, Sunderland, &c., 8, 9 20 a.m. mail; 12 noon, 2 30, 4 40 mail, & 7 p.m. Stockton to Darlington, York, &c., 6 50, 9 40, and 11 a.m.; 2 50 mail, 5, and 7½ p.m. mail.

Stockton to Middlesbrough, 7 30, 8 35, 9 55, & 11 35 a.m. mail; 12 35, 2, 3 5, 4, 5 15 mail, and 7 35 p.m.

Middlesbrough to Stockton, 6 30, 8 15, 9 20, and 10 40 a.m.; 12½, 1½ mail, 2½, 3 30, 4 40, and 6 50 p.m. mail.

Stockton to Seaton, Hartlepool, and Sunderland, 7 15 and 10 50 a.m.; 1 20, 3 15, and 5 30 p.m. Hartlepool and Seaton to Stockton, Darlington, and York, 8 30 and 9 45 a.m.; 1 30, 4, and 6 15 p.m.

St. Helens to Darlington, Stockton, and Middlesbro', 8 a.m.; 2 15, and 5 10 p.m.

Shildon to St. Helens, at 9 50 a.m. 4 20, and 7 p.m.  
A market coach leaves Crook for Bishop Auckland on Thursdays at 12, and returns at 6 p.m.

## WEST LONDON RAILWAY.

In conjunction with trns. on the London & Birmingham & Gt. Westn. Railways.

**From Kensington to Birmingham** at 6 55 a.m.; to Tring and Aylesbury, 10 a.m.; to Wolverton, 2 55 and 5 55 p.m., meeting trains from Euston-square at 7 and 10 15 a.m., 3 and 6 p.m., respectively.

**From Kensington to Maidenhead,** at 8 50 and 10 45 a.m., and 6 20 p.m., meeting trains from Paddington at 9 and 11 a.m., and 6 30 p.m., respectively.

**From Roade to Kensington,** 7 30 a.m.; from Aylesbury at 11 a.m., meeting trains from the junction at 10 30 a.m., & 12 15 noon.

**From Slough** at 9 a.m., and 6 p.m., meeting trains from the junction at 9 40 a.m., and 6 40 p.m.—Fares, first class 1s., second 6d.

Mls	Down Trains									Fares.			
		1	2	3	4	5	6	7	8	1st C.	2d C.	3d C.	C.
	Trains leave	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	s.	d.	s.	d.
	<b>Shoreditch</b> .....	8 0	9 30	11 30	3 30	4 30	5 30	7 0	8 30	0	9	0	7½
3	Stratford .....	8 10	9 38	..	3 40	..	5 40	7 11	8 40	0	10	0	8
5	Lea Bridge .....	..	9 45	..	..	..	5 47	7 18	..	0	10	0	8
7	Tottenham .....	8 25	9 51	..	3 51	..	5 53	7 24	8 52	0	10	0	8
9	Marsh Lane .....	..	..	11 54	..	..	5 58	7 29	..	0	10	0	8
9½	Edmonton .....	..	9 57	..	..	..	6 2	7 33	..	1	0	0	10
11	Ponder's End .....	8 40	..	12 4	4 4	..	6 10	7 42	9 3	1	3	1	0
14½	Waltham .....	8 50	10 12	12 14	4 13	5 8	6 19	7 52	9 11	2	0	1	6
19	<b>Broxbourne</b> .....	9 2	10 23	12 25	4 25	5 18	6 30	8 49	22	3	6	2	6
22	Saint Margaret's .....	..	10 35	..	4 37	5 30	..	8 16	..	4	6	3	6
24½	Ware .....	9 20	10 39	12 41	4 41	5 34	..	8 20	9 38	4	6	3	6
26	Hertford .....	9 26	10 45	12 47	4 47	5 40	..	8 26	9 44	5	0	4	0
22	Roydon .....	9 12	..	12 34	..	5 27	..	..	9 33	4	6	3	6
24½	Burnt Mill .....	..	10 37	..	5 34	..	8 20	..	..	5	0	3	9
26½	Harlow .....	9 25	..	12 44	4 45	5 40	..	..	9 44	5	6	4	0
28½	Sawbridgeworth .....	..	10 49	..	..	..	8 32	..	..	6	0	4	6
32½	<b>Stortford</b> .....	9 40	11 0	0	5	0	5 55	..	8 45	10	0	5	6

Mls	Up Trains.									Fares.			
		1	2	3	4	5	6	7	8	1 C.	2 C.	3 C.	C.
	Trains leave	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	s.	d.	s.	d.
	<b>Stortford</b> .....	6 15	..	8 0	9 10	11 30	2 30	4 30	6 15	1	3	1	0
3½	Sawbridgeworth .....	..	..	8 10	..	..	2 39	..	..	1	3	1	0
6	Harlow .....	..	..	8 17	9 25	11 46	2 44	4 42	6 30	1	8	1	0
7½	Burnt Mill .....	..	..	8 24	..	..	..	..	6 37	2	0	1	6
10½	Roydon .....	..	..	8 32	9 41	11 56	..	4 53	..	2	6	2	0
16½	Hertford .....	..	7 25	8 15	9 30	11 40	2 40	4 35	6 30	3	6	3	0
15½	Ware .....	..	7 30	8 20	9 35	11 45	2 45	4 40	6 35	3	6	3	0
14	Saint Margaret's .....	..	7 34	8 24	9 39	..	2 49	..	6 39	3	6	3	0
13½	<b>Broxbourne</b> .....	6 52	7 50	8 41	9 54	12 5	3 3	5 1	6 52	3	6	3	0
17½	Waltham .....	7 4	8 1	8 53	10 10	12 17	3 14	5 10	7 4	5	0	4	0
20½	Ponder's End .....	..	8 10	9 3	10 18	..	3 23	5 20	7 13	5	0	4	0
22½	Edmonton .....	..	8 17	9 12	..	..	..	..	..	6	0	4	0
23½	Marsh Lane .....	..	8 20	9 16	10 29	..	..	..	7 22	6	3	4	0
24½	Tottenham .....	..	8 25	9 21	..	..	5 32	7 27	..	6	3	4	0
26½	Lea Bridge .....	..	8 30	9 28	..	..	5 37	..	..	6	3	4	0
28½	Stratford .....	7 42	8 36	9 35	10 37	12 47	3 43	5 43	7 36	6	6	5	0
32½	<b>Shoreditch</b> .....	7 45	8 50	9 50	10 50	1 0	4 0	6 0	7 50	7	0	5	6

## LONDON AND BLACKWALL.

Trains every day to and from London and Blackwall, and the intermediate stations of Cannon-street road, Shadwell, Stepney, Limehouse, West India Docks, and Poplar, every quarter of an hour from 8 a.m. until 9½ p.m.

FARES.—Between London, Poplar, and Blackwall, first class, 6d.; 2nd class, 4d.; to or from the other stations, first class 4d., 2nd class 3d.

Passengers may take tickets at the Fenchurch-street, Minories, Cannon-street, Shadwell, and Stepney stations, for Woolwich, 1st class 8d; 2nd class 6d.; such tickets being available by the boats of the Woolwich and Watermen Companies.

On **Sundays** the trains cease running from 10½ till 1, being the hours of church service.

Fast Steamboats start for Gravesend frequently throughout the day.

## LONDON AND GREENWICH.

The trains run each way every ¼ of an hour from 8 a.m. till 10 p.m.; on Sundays from 8 till ½ to 1, and from ¼ past 1 till 10.

FARES.—1st class 8d.; 2nd class 6d.; 3rd class 4d.; and if with return ticket, 1st class 1s. 2nd class 10d.

An extra train leaves London at ¼ past 10 p.m. at first class fares, calling at all the stations.

**Sundays**.—London to Hertford and Stortford 9½ a.m. 2½, and 8½ p.m. From Stortford to London 6½, and 8½ a.m. and 6½ p.m. From Hertford 9 40 a.m. and 6 40 p.m.; London to Broxbourne 8 a.m.; Broxbourne to London 8 15 p.m.; stopping at all the stations except the 6½ a.m. up train.

Post Horses are in readiness at the London terminus on the arrival of every train. Charge to any part of London, including Post Boy, 10s. 6d.

Third class carriages are run with the 8 a.m., 7, and 8½ p.m. down trains; and with the 6½, and 7 25 a.m. and 6½ p.m. up trains, n week days, and on Sundays with all the trains.



Mls.	Trains leave	Down Trains.								SUNDAYS.			FARES.			
		1, 2, 3	1st	1 & 2	1st	1 & 2	1st	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	Fast.	1 cl.	2 cl.	3 cl.
		class	MAIL	class	class	class	class.	class	a. m.	a. m.	p. m.	p. m.	s. d.	s. d.	s. d.	s. d.
	<b>*London Bridge</b>	8 30	*10 30	*12 0	*2 0	3 0	*4 40	6 30	8 0	10 45	6 30	..	..	..	..	..
3	<b>*New Cross</b>	8 43	..	12 13	..	3 13	..	6 43	8 13	10 58	6 43	..	..	..	..	..
104	<b>*Croydon</b>	9 5	11 0	12 35	2 30	3 35	..	7 5	8 35	11 20	7 5	2 3	2 3	1 9	1 6	6
133	<b>Godstone Road</b>	9 15	..	12 45	..	3 45	..	7 15	8 45	11 30	7 15	..	3 0	2 1	1 6	6
143	<b>*Stoat's Nest</b>	9 20	..	12 50	..	3 50	..	7 20	8 50	11 35	7 20	..	3 6	2 4	1 8	8
214	<b>*Reigate</b>	9 40	11 25	10 2	5 5	4 10	5 30	7 40	9 10	11 55	7 40	5 0	4 0	3 4	2 4	0
254	<b>*Horley</b>	9 50	..	1 20	..	4 20	..	7 50	9 20	12 5	7 50	..	6 4	5 3	4 0	0
293	<b>*Three Bridges</b>	10 4	11 42	1 34	3 12	4 34	..	8 4	9 34	12 19	8 4	8 0	7 0	4 8	3 4	0
333	<b>Balcombe</b>	10 17	..	1 47	..	4 47	..	8 17	9 47	12 32	8 17	..	8 0	5 4	4 3	8
373	<b>*Haywd. Heath</b>	10 24	12 0	1 54	3 30	4 54	..	8 24	9 54	12 39	8 24	10 6	9 6	6 4	0	0
41	<b>Burgess Hill</b>	10 34	..	2 4	..	5 4	..	8 34	10 4	12 49	8 34	..	9 8	6 8	4 4	0
433	<b>*Hassock's Gt.</b>	10 43	12 16	2 13	3 46	5 13	..	8 43	10 13	12 58	8 43	2 6	10 4	7 4	4 6	6
504	<b>*BRIGHTON</b>	11 0	12 30	2 30	4 0	5 30	6 15	9 0	10 30	1 15	9 0	14 6	12 0	8 0	5 0	0

Mls.	Trains leave	1, 2, 3	1st	1 & 2	1st	1 & 2	1st	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	Fast.	1st	2nd	3rd
		class	class	class	MAIL	class	class	class	class	class	class	class	s. d.	s. d.	s. d.	s. d.
		a. m.	a. m.	a. m.	a. m.	p. m.	p. m.	p. m.	a. m.	p. m.	p. m.	p. m.	s. d.	s. d.	s. d.	s. d.
	<b>*BRIGHTON</b>	7 0	8 45	10 0	11 30	1 45	3 30	7 0	7 45	2 30	6 30	..	..	..	..	..
7	<b>*Hassock's Gt.</b>	7 21	..	10 22	11 47	2 7	3 47	7 22	8 7	2 52	6 52	2 0	1 8	1 0	0 8	8
94	<b>Burgess Hill</b>	7 27	..	10 28	..	2 13	..	7 28	8 13	2 58	6 58	..	2 4	1 6	1 0	0
127	<b>*Haywd. Heath</b>	7 38	..	10 40	11 58	2 25	3 58	7 40	8 25	3 10	7 10	3 6	3 0	2 0	1 4	0
133	<b>Balcombe</b>	7 50	..	10 52	..	2 37	..	7 52	8 37	3 22	7 22	..	4 0	2 8	1 8	0
214	<b>*Three Bridges</b>	8 2	..	11 6	12 21	2 51	4 21	8 6	8 51	3 36	7 36	6 0	5 0	3 6	2 0	0
254	<b>*Horley</b>	8 14	..	11 15	..	3 0	..	8 15	9 0	3 45	7 45	..	6 0	4 0	2 6	0
293	<b>*Reigate</b>	8 26	9 35	11 30	12 40	3 15	4 40	8 30	9 15	4 0	8 0	8 6	7 0	4 8	3 0	0
36	<b>*Stoat's Nest</b>	8 46	..	11 50	..	3 35	..	8 50	9 35	4 20	8 20	..	8 6	5 8	3 6	0
373	<b>Godstone Road</b>	8 50	..	11 54	..	3 39	..	8 54	9 39	4 24	8 24	..	9 0	6 0	3 8	0
404	<b>*Croydon</b>	8 58	..	12 2	1 3	3 47	5 3	9 2	9 47	4 32	8 32	11 8	9 6	6 6	4 0	0
474	<b>*New Cross</b>	9 15	..	12 20	..	4 5	..	9 20	10 5	4 50	8 50	..	11 4	7 6	4 6	0
504	<b>*London Bridge</b>	9 25	10 15	12 30	1 30	4 15	5 30	9 30	10 15	5 0	9 0	14 6	12 0	8 0	5 0	0

Day Tickets may be obtained to travel between London and Brighton, to return the same day, at the following fares for the whole journey.—First class 20s; second class 14s; such tickets not to be transfeable, nor available but for the day for which they are issued. No passengers will be conveyed from London to New Cross, or from New Cross to London only. + Two second class inclosed carriages will be attached to these trains; FARE, 10s. 6d.—Day tickets will not be available by these trains.

An Additional train at 5 p.m. from Brighton, consisting of first and second class carriages.

#### SHOREHAM BRANCH.

From Brighton to Shoreham, 7 45, 9 10 25, and 11½\* a.m.; 12½, 2 15, 3, 4 15,\* and 7\* p.m.

From Shoreham to Brighton, 8 10,\* 9 25,\* and 10 55\* a.m. 12, 1½,\* 2 45,\* 3 35, 5 45,\* and 8 p.m.

On Sundays.—From Brighton, 9 a.m., 2½, 3½, 5½, and 6½ p.m. From Shoreham 10 a.m., 2½, 4½, 6, and 8 p.m.

FARES.—First class, 1s.; second class, 9d.; third class, 6d.

First class passengers may be booked throughout, from London to Shoreham and from Shoreham to London by the trains marked thus,\* without change of carriage or removal of luggage; second and third class passengers may go by the same trains; but they will be liable to a change of carriage. The Shoreham Trains marked \* will not start until the corresponding trains from London have arrived. The train from Shoreham at 2½ p.m. will not stop at any station between Shoreham and Brighton.

10 SOUTH EASTERN, OR LONDON & DOVER.—88 Miles in length.

Miles.	Down Trains.	1 & 2, 1 & 2, 1, 2, 3, 1 & 2, 1 & 2, 1, 2, 3, 1 & 2, 1 & 2, 1, 2, 3, mail										Sunday Trains.					Fares from Bricklayers Arms		
		1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	1,2 a.m.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1 Cls.	2 Cls.	3 Cls.
—	<b>London B</b>		8 0	9 30	11 30	1 30	2 30	3 30	4 30	5 30	6 30	5 30	7 30	10 0	3 30	5 0	s. d.	s. d.	..
3	Bricklayers' A	5 30	8 28	9 58	..	..	2 58	3 58	4 58	5 58	6 58	..	7 58	10 28	3 58	5 28	4	2	10
10 1/2	Croydon	6 10	8 56	10 26	12 23	2 23	3 26	4 22	5 26	6 26	7 32	6 10	8 46	10 56	4 26	5 56	4	16	11
21	Reigate	..	9 10	10 40	..	2 37	3 40	..	5 40	6 40	7 45	..	8 40	11 10	4 40	6 10	5	0	11
26	Godstone	..	9 24	10 54	..	2 51	3 54	..	5 54	6 54	10 0	..	8 54	11 24	4 54	6 24	5	0	12
31	Edenbridge	..	9 37	11 7	..	3 4	4 7	..	6 7	7 7	10 13	..	9 7	11 37	5 7	6 37	6	0	12
36	Penshurst	..	9 51	11 21	1 9	3 14	4 14	5 8	6 21	7 21	10 27	6 59	9 21	11 51	5 21	6 51	7	0	12
41	<b>Tunbridge</b>	..	10 6	11 36	..	3 23	4 26	..	6 36	7 36	10 43	..	9 36	12 6	5 36	7 6	7	0	13
46	Maidstone R.	..	10 19	11 49	..	3 36	4 39	..	6 49	7 49	10 56	..	9 49	12 19	5 49	7 19	7	6	13
50	Marden	..	10 29	11 59	1 40	3 46	4 49	5 39	6 56	7 59	11 6	..	9 59	12 29	5 59	7 29	8	6	13
53	Staplehurst	..	10 39	12 9	..	4 6	5 9	..	..	8 9	11 16	..	10 9	12 39	6 9	7 39	9	6	14
56	<b>Headcorn</b>	..	10 53	12 23	..	4 20	5 23	..	..	8 23	11 30	..	10 23	12 53	6 23	7 53	11	7	14
61	Pluckley	..	7 41	9 11	2 13	4 36	5 39	6 12	7 29	8 39	11 46	7 41	10 39	1 9	6 39	8 9	13	0	14
67	Ashford	..	11 29	12 59	..	4 56	5 59	..	7 49	8 59	12 6	..	10 59	1 29	6 59	8 29	15	0	15
75	Westenhanger	..	8 8	11 45	1 15	2 48	5 12	6 15	6 47	8 5	9 15	8 8	11 15	1 45	7 15	8 45	16	6	16
82	Folkestone	..	8 30	11 58	1 28	3 1	5 25	6 28	7 0	8 18	9 28	8 30	11 28	1 58	7 28	8 58	18	6	16
88	<b>Dover</b>	..	8 30	11 58	1 28	3 1	5 25	6 28	7 0	8 18	9 28	8 30	11 28	1 58	7 28	8 58	18	6	16

Miles.	Up Trains	mail 1,2,3, 1 & 2, 1 & 2, 1, 2, 3, 1 & 2, 1 & 2, 1, 2, 3, 1 & 2, 1 & 2, 1, 2, 3, mail										Sunday Trains.					Fares From Dover.		
		1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	mail. 1,2,3 a.m.	1,2,3 a.m.	1,2,3 a.m.	1,2,3 p.m.	1,2,3 p.m.	1 Cls.	2 Cls.	3 Cls.
0	<b>Dover</b>	1 0	5 45	6 45	9 0	11 0	12 30	2 0	3 0	4 30	6 30	1 0	7 0	9 30	1 30	3 30	s. d.	s. d.	s. d.
6	Folkestone	1 19	6 4	7 4	9 19	11 19	12 49	2 19	3 19	4 49	6 49	1 19	7 19	9 49	1 49	3 49	1	6	0
13	Westenhanger	1 37	6 22	7 22	9 37	11 37	1 28	2 37	3 37	4 7	6 7	1 37	7 37	10 7	2 7	4 7	3	6	1
21	Ashford	1 58	6 43	7 43	9 58	11 57	1 48	2 58	3 58	5 28	7 28	1 58	7 58	10 28	2 28	4 28	5	6	2
27	Pluckley	2 11	6 56	7 56	10 11	..	1 41	3 11	..	..	7 41	2 11	8 11	10 41	2 41	4 41	7	0	2
32	<b>Headcorn</b>	2 24	7 9	8 9	10 24	..	1 54	3 24	..	..	7 54	2 24	8 24	10 54	2 54	4 54	8	0	2
35	Staplehurst	2 33	7 18	8 18	10 33	12 27	2 3	3 33	4 27	5 59	8 3	2 33	8 33	11 3	3 3	5 3	9	0	3
38	Marden	2 42	7 27	8 27	10 42	..	2 12	3 42	..	8 12	..	2 42	8 42	11 12	3 12	5 12	9	6	3
42	Maidstone Rd.	2 55	7 40	8 40	10 55	..	2 25	3 55	..	6 17	8 25	2 55	8 55	11 25	3 25	5 25	10	6	3
47	<b>Tunbridge</b>	3 13	7 58	8 58	11 13	12 59	2 44	4 14	4 59	6 35	8 43	3 13	9 13	11 43	3 43	5 43	12	0	4
52	Penshurst	3 23	8 8	9 8	11 23	..	2 53	4 23	..	..	8 53	3 23	9 23	11 53	3 53	5 53	13	0	4
57	Edenbridge	3 37	8 22	9 22	11 37	..	3 7	4 37	..	6 58	9 7	3 37	9 37	12 7	4 7	6 7	14	0	5
62	Godstone	3 51	8 36	9 36	11 51	..	3 21	4 51	..	7 12	9 21	3 51	9 51	12 21	4 21	6 21	15	6	5
67	Reigate	4 5	8 50	9 50	12 5	1 45	3 35	5 5	5 45	7 26	9 35	4 5	10 5	12 35	4 35	6 35	16	10	6
77 1/2	Croydon	4 31	9 16	10 16	12 31	..	4 1	..	..	7 52	10 1	4 31	10 31	1 1	5 1	7 1	17	0	6
87	Bricklayers' Arms	..	9 38	..	12 53	..	4 23	..	6 30	..	10 23	..	10 53	1 23	5 23	..	18	0	11
88	<b>Londonbridge</b>	5 1	..	10 42	..	2 31	..	5 51	..	8 16	..	5 1	..	..	7 25	..	18	6	12

Every Train will convey First and Second Class Passengers, but Third Class Passengers will be conveyed from the Bricklayers' Arms only, by the Trains headed Third Class. The Fares from London Bridge for 1st and 2nd class passengers will be 6d. more than from Bricklayers' Arms.

Third Class Passengers will be conveyed to Bricklayers' Arms only by the trains headed Third Class. Omnibuses leave Bricklayers' Arms for the West End, the Bank, and Gracechurch-street, on the arrival of all the up trains. Fares to the West End, 6d; or to the Bank and Gracechurch-street, 3d.



# LONDON AND BIRMINGHAM.—112½ Miles in length.

11		LONDON AND BIRMINGHAM																			
Distance from Euston station	Miles	DOWN TRAINS.	6	7	8	9	9½	10	10½	11	1	3	5½	6	8½	9	FARES.				
			a.m. mixed 1.2.3. 4.6.7. 8.9.10 11.12	a.m. 3rd class	a.m. mixed 6.7.9. 10.12	a.m. 1.2.3. 4.5.6. 7.8.9. 10.11.12	a.m. mixed 8.9. 10.12	a.m. mail 1 cl. 1.2.3. 4.5.6.	a.m.	a.m. p.m.	p.m.	p.m.	p.m.	p.m.	p.m. mail	p.m. mail to Rugby	By 10 a.m. Train.	First Class.	Second Class.	Third Class.	
			STATIONS Trains leave																		
		<b>Euston Square</b>	6 15	7 0	8 0	9 0	9 30	10 0	10 10	11 0	1 0	3 0	5 30	6 0	8 30	9 0	s. d.	s. d.	s. d.		
		West London Junc.	..	7 14	..	..	..	..	..	..	..	3 14	..	6 14	..	..	1 0	0 9	0 6		
	5½	Willesden (arrival)	..	7 17	..	..	..	..	..	..	..	3 16	..	6 16	..	..	1 0	0 9	0 6		
	6	Sudbury .....	..	7 20	..	..	..	..	..	..	..	3 21	..	6 21	..	..	1 6	1 0	0 8		
	8	Harrow .....	..	7 37	8 22	..	..	..	..	..	1 22	3 28	..	6 28	..	..	2 6	1 6	1 0		
	11½	Pinner .....	..	7 39	..	..	..	..	..	..	..	3 32	..	6 32	..	..	3 0	2 0	1 2		
	13½	Bushey .....	..	7 44	..	..	..	..	..	..	..	3 38	..	6 38	..	..	4 0	2 6	1 4		
	16	<b>Watford</b> .....	6 52	7 57	8 39	..	10 5	..	10 5	11 37	1 39	3 47	6 7	6 47	..	9 35	4 0	2 6	1 6		
	17½	Kings Langley ..	..	8 9	8 45	..	..	..	..	..	..	3 56	..	6 56	..	..	5 0	3 0	1 9		
	21	Boxmoor .....	..	8 22	8 59	..	..	..	..	..	1 59	4 7	..	7 7	..	..	6 0	4 0	2 1		
	24½	Berkhamstead ....	..	8 32	9 9	..	..	..	..	..	2 9	4 17	..	7 17	..	..	7 0	4 6	2 4		
	28	<b>Tring</b> .....	7 28	8 47	9 18	10 3	..	11 3	11 3	12 17	2 18	4 28	6 37	7 28	9 36	..	8 6	7 6	5 0		
	31½	Cheddington .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8 6	5 0	3 1		
	36½	Aylesbury .....	..	..	10 0	..	..	..	..	..	..	..	..	8 0	..	..	9 6	6 0	3 8		
	43	<b>Leighton</b> .....	7 48	9 20	9 38	..	10 56	..	..	12 36	2 38	4 46	6 57	7 45	..	10 26	10 6	6 6	3 5		
	46½	Bletchley & F. Stfd.	..	9 40	9 53	..	..	..	..	..	2 53	4 58	..	7 58	..	..	11 0	7 6	3 11		
	52½	<b>Wolverton</b> .....	8 12	9 54	10 7	10 47	11 22	11 43	..	1 23	7 5	15 7 22	8 15	10 22	10 52	14 0	12 6	8 6	4 5		
	60	Ronde .....	..	10 25	10 35	..	..	..	..	..	3 35	..	..	..	..	..	14 6	9 6	5 0		
	62½	<b>Blisworth</b> .....	8 45	12 17	10 42	..	11 54	..	..	1 35	3 42	..	7 55	..	11 20	16 6	15 0	10 0	5 3		
	69½	Weedon .....	9 2	12 36	11 1	..	12 11	12 25	..	1 54	4 1	..	8 12	..	11 5	11 37	18 6	17 0	11 3		
	75½	Crick (and Welton)	..	12 56	11 19	..	..	..	..	..	4 19	..	..	..	..	..	18 0	12 0	6 4		
	83	<b>Rugby</b> (Md. C. J.)	9 35	1 15	11 40	12 0	12 40	..	..	2 25	4 40	..	8 45	..	11 35	12 52	20 0	20 0	13 0		
	89	Brandon .....	..	1 35	11 55	..	..	..	..	..	4 55	..	..	..	..	..	21 6	14 0	7 5		
	94	<b>Coventry</b> .....	10 2	1 49	12 9	12 28	..	1 14	..	2 52	5 9	..	9 17	..	12 2	..	22 6	15 0	7 10		
	103	Hampton (Dby. Jn.)	10 25	2 25	12 35	12 50	..	..	..	3 15	5 35	..	..	..	..	..	24 6	16 6	8 7		
	124	<b>Birmingham</b> ..	10 50	3 0	1 10	1 20	..	1 55	..	3 40	6 5	..	10 0	..	12 50	..	30 0	27 0	18 0		

**Additional Trains.**—To Aylesbury at 3½ p.m.; to Tring at 5 p.m.; from Rugby to Birmingham at 8½ a.m., on week days.  
**Sunday Trains.**—7 a.m. 3rd cl.; 8 a.m. 1st cl.; 10 a.m. ml.; 8½ p.m. ml. (& 9 p.m. to Rugby); to Aylesbury 8½ a.m.; to Wolverton 6 p.m.

1. Trains in conjunction with the Grand Junction.
2. Trains in conjunction with the Chester & Birkenhead.
3. Trains in conjunction with the Manchester and Birmingham.
4. Trns. in conjunction with the North Union, & Lancaster & Preston [Jun.]
5. Fleetwood and Belfast.
6. Trains in conjunction with the Birmingham and Gloucester.
7. Trains in conjunction with the Birmingham & Derby Junction.
8. Trains in conjunction with the Midland Counties.
9. Trains in conjunction with the North Midland.
10. York & N. Midland, Great N. of England & Newcastle & Darlington.
11. Trains in conjunction with the Newcastle and Carlisle.
12. Hull and Selby.

Post Horses, for the conveyance of Carriages arriving at Euston station, are always in readiness, at a charge of 10s. 6d., including post-boy, to any part of London.  
 All the trains take second class passengers, with the exception of the 10 a.m. down, and the 1 30 p.m. up.

Distances from Birmingham	STATIONS	1	1½	6	7½	7	10½	8½	10	12	1½	2½	4	4½	6	6½	FARES			
		a.m.	a.m. mail	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	By 1½ pm Train.	1st Class.	2nd Class.	3rd Class.
		mail	10 8 9.	Mail.				1,3,4, 8, 9, 10	7, 8.	1,3,6. 8 9	1st. class 1,37	3rd class	1st class 8,9. 10,12.	4,6,7	8,9,10 11,12					
Mls.	<b>Birmingham</b> ..	1 0	..	..	..	7 0	..	8 30	10 0	12 0	1 30	2 30	..	4 15	6 0	6 30	s. d.	s. d.	s. d.	s. d.
9½	Hampton (Dby. Jn.)	..	..	..	..	7 21	..	..	10 12	12 21	..	2 55	..	4 36	..	6 51	2 0	1 0	0 10	0 10
18	<b>Coventry</b> ..	1 39	..	..	..	7 49	..	9 11	10 44	12 49	2 13	3 25	..	4 59	6 43	7 19	4 6	4 0	2 6	1 7
23	Brandon ..	..	..	..	..	8 3	..	..	..	1 3	..	3 40	..	..	..	7 33	5 6	3 6	2 0	0 0
29	<b>Rugby</b> (Mid. C.J.)	2 7	1 15	..	..	8 20	..	9 37	11 13	1 20	2 40	4 0	4 40	5 28	7 10	7 50	8 0	7 0	4 6	2 6
37	Crick and Welton ..	..	..	..	..	8 41	..	..	..	1 41	..	4 30	..	..	..	..	9 0	6 0	3 1	0 1
42	Weedon ..	2 41	1 52	..	..	8 56	..	10 11	11 48	1 56	3 12	4 48	5 11	6 3	7 45	..	11 6	10 6	7 0	3 7
49	<b>Blisworth</b> ..	..	2 7	..	..	9 17	..	10 32	12 9	2 17	3 32	5 12	5 32	6 24	8 5	..	13 6	12 0	8 0	4 2
52	Roads ..	..	..	..	7 30	9 27	..	..	..	2 27	..	5 25	..	..	..	..	..	12 6	8 6	4 5
60	<b>Wolverton</b> ..	3 22	2 35	6 45	8 0	9 47	..	10 57	12 32	2 47	3 57	7 0	5 52	6 47	8 28	..	16 0	14 6	9 6	5 0
65½	Bletchley & F. Stfd.	..	..	7 0	8 12	10 11	..	..	..	3 11	..	7 25	..	..	..	..	..	16 0	16 6	5 6
71½	<b>Leighton</b> ..	..	..	7 13	8 26	10 25	..	..	1 7	3 25	..	7 42	..	7 22	8 55	..	..	17 0	11 6	6 0
83½	Aylesbury ..	..	..	7 0	..	..	10 45	..	..	..	..	..	..	7 0	..	..	..	20 0	13 6	7 0
76½	Cheddington ..	..	..	..	..	..	10 58	..	..	..	..	7 55	..	..	..	..	..	18 6	12 6	6 5
80½	<b>Tring</b> ..	4 19	3 32	7 38	8 48	10 48	11 10	11 50	1 32	3 48	4 50	8 7	6 48	7 47	9 20	9 30	22 0	19 6	13 0	6 9
84½	Berkhamstead ..	..	..	7 51	9 0	11 1	..	..	..	3 50	..	8 27	..	..	..	9 41	..	20 6	13 6	7 1
87½	Boxmoor ..	..	..	8 1	9 10	11 11	..	..	..	4 9	..	8 37	..	..	..	9 51	..	21 0	14 0	7 4
91½	Kings Langley ..	..	..	8 9	9 16	..	11 31	..	..	..	..	8 45	..	..	..	9 57	..	22 0	14 6	7 8
94½	<b>Watford</b> ..	4 28	17 9	28 11	28	..	12 17	2 2	4 25	..	..	8 57	7 17	8 17	9 48	10 9	..	23 0	15 0	7 11
96½	Bushey ..	..	..	8 19	9 30	..	11 43	..	..	..	..	9 5	..	..	..	..	..	23 0	15 6	8 1
99	Pinner ..	..	..	8 25	9 35	..	11 49	..	..	..	..	9 14	..	..	..	10 16	..	24 0	16 0	8 4
100½	Harrow ..	..	..	8 37	9 45	11 45	..	..	..	4 42	..	9 20	..	..	..	10 24	..	24 0	16 0	8 5
104½	Sudbury ..	..	..	8 43	9 50	..	11 59	..	..	..	..	9 30	..	..	..	10 28	..	25 0	16 6	8 9
106	Willesden ..	..	..	8 47	9 54	..	12 4	..	..	..	..	..	..	..	..	10 31	..	25 6	17 0	8 11
106½	West London Junc.	..	..	..	9 55	..	12 5	..	..	..	..	..	..	..	..	..	..	26 0	17 0	9 0
112½	<b>Euston Square</b>	5 32	4 45	9 15	10 20	12 15	12 30	1 0	2 45	5 15	6 0	10 0	8 0	9 0	10 10	11 0	30 0	27 0	18 0	9 5

Additional Train from Aylesbury at 2½ p.m. on week days.

**Sunday Trains.**—1 & 8½ a.m. mails, 1½ p.m. and 2½ p.m. third class, (& 1½ a.m. mail, from Rugby); from Wolverton 6½ a.m.; from Aylesbury 7 p.m.

1. Trains in conjunction with the Grand Junction.
2. Trains in conjunction with the Chester and Birkenhead.
3. Trains in conjunction with the Manchester and Birmingham.
4. Trns in conjunc. with the North Union, & Lancast. & Prest. Junc.
5. Fleetwood and Belfast.
6. Trains in conjunction with the Birmingham and Gloucester.
7. Trains in conjunction with the Birmingham & Derby Junction.
8. Trains in conjunction with the Midland Counties.
9. Trains in conjunction with the North Midland. [Darlington.
10. York & North Midland, Great North of England, & Newcastle & Carlisle.
11. Trains in conjunction with the Newcastle and Carlisle.
12. Trains in conjunction with the Hull and Selby.

No Private Carriages or horses can be conveyed by the night mail trains, up or down, nor by the down day mail train.

A third class carriage will be attached to the 7 a.m. and 7 p.m. trains as far as Tring for the accommodation of passengers.

All trains take second class passengers with the exception of the 10 a.m. down and the 1½ p.m. up.



Distances.	Down Trains.	8 30	6	6 16	9	10	7	11	1	Sunday Trains.				By 2 15 p.m.	First Class.	Second Class	Third Class
		p.m.	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.	p.m.	Stop at 1st cl. stas. only							
	STATIONS.	1st & 2nd class Lon. Mail	1st & 2nd class	1st & 2nd class Mail	1st class mixed	1st class Lon. Mail	3rd class. slow.	1st & 2nd class	1st & 2nd class	1st & 2nd class mail	p.m. a.m.	1 & 2 class.	1 & 2 class Mail.	a.m. mixed			
Mls.	London, Euston Sq.	8 30	..	6 15	9 0	10 0	7 0	11 0	1 0	8 30	..	10 0	..	..	s. d.	s. d.	s. d.
3 ¼	Birmingham.....	1 10	6	11 ½	1 ½	2 ½	3 ½	4 ½	6	1 10	7 ½	11 ½	2 ½	..	0 9	0 6	0 4
6 ¾	Perry Bar .....	..	6 10	..	..	..	3 41	..	6 10	..	..	..	..	..	1 6	1 0	0 7
9 ¾	Newton Road .....	..	6 20	..	..	..	3 52	..	6 20	..	..	..	..	..	2 0	1 6	0 10
12	Walsall .....	..	6 29	11 34	1 50	..	4 1	4 34	6 29	..	..	11 34	..	..	2 6	2 0	1 0
14 ¾	Willenhall.....	..	6 38	..	..	..	4 11	..	6 38	..	..	..	..	..	3 0	2 6	1 3
20	Wolverhampton .....	1 47	6 46	11 50	2 5	2 52	4 19	4 53	6 46	1 47	8 5	11 50	2 52	3 6	3 0	2 6	1 3
21 ¾	Four Ashes .....	..	7 2	..	..	..	4 37	..	6 59	..	..	..	..	..	5 0	3 6	1 8
24	Spread Eagle .....	..	7 8	..	..	..	4 33	..	7 5	..	..	..	..	..	5 0	3 6	1 10
29 ¾	Penkridge.....	..	7 16	..	..	..	4 54	5 17	7 13	..	..	..	..	..	5 6	4 0	2 0
35	Stafford.....	2 17	7 32	12 20	2 32	3 22	5 17	5 27	7 26	2 17	8 31	12 20	3 22	7 0	6 0	5 0	2 6
43 ¾	Norton Bridge.....	..	7 49	..	2 49	..	5 56	..	7 43	..	..	..	..	..	7 6	6 6	3 1
46	Whitmore.....	2 51	8 14	12 58	3 20	3 56	6 32	6 9	8 8	2 51	9 1	12 58	3 56	11 6	10 6	8 0	3 8
51 ¾	Madeley.....	..	8 23	..	..	..	6 45	..	8 17	..	..	..	..	..	11 0	8 6	3 10
54	Basford.....	..	8 38	..	..	..	7 35	..	8 28	..	..	..	..	..	12 6	9 6	4 4
53 ¾	Crewe .....	3 11	8 46	1 20	..	4 16	7 44	6 31	8 36	3 11	9 26	1 20	4 16	14 6	13 0	10 6	4 6
61 ¾	Minshull Vernon .....	..	9 1	..	3 42	..	8 2	..	8 51	..	..	..	..	..	14 0	11 0	4 11
65 ¾	Winsford .....	..	9 9	..	..	..	8 11	..	8 57	..	..	..	..	..	14 6	11 6	5 2
68 ¾	Hartford.....	3 36	9 22	1 46	4 0	4 41	8 28	6 59	9 10	3 36	9 53	1 46	4 41	17 6	16 0	12 6	5 6
72 ¾	Acton.....	..	9 31	..	4 16	..	8 37	..	9 19	..	..	..	..	..	16 6	12 6	5 9
75	Preston Brook.....	..	9 44	2 3	..	..	8 53	..	9 29	..	..	..	..	..	17 0	13 6	6 1
78	Moore.....	..	9 51	..	..	..	9 2	..	9 36	..	..	..	..	..	18 0	14 0	6 3
82 ¾	Warrington.....	4 3	9 59	2 16	..	5 8	9 13	7 29	9 44	4 3	10 24	2 16	5 8	21 0	19 0	14 6	6 6
97	Newton Junction .....	..	10 17	..	4 45	..	9 30	..	10 2	..	..	..	..	..	21 0	15 6	6 11
75	Liverpool.....	5 10	11 15	3 15	5 45	6 15	10 30	8 30	11 0	5 10	11 30	3 15	6 15	26 0	23 0	18 0	8 6
	Chester.....	4 0	10 15	2 42	..	5 30	..	8 19	..	4 0	..	..	5 30	20 0	18 0	14 0	6 3
	Preston.....	5 24	1 45	..	..	6 40	..	..	..	5 24	..	..	6 40	..	..	..	..
	Lancaster.....	6 19	2 45	..	..	7 45	..	..	..	6 19	..	..	7 45	..	..	..	..

## CHESTER AND CREWE BRANCH—21 Miles in length.

[mingham.

From Chester, Mail 4½ a.m. joins 4 a.m. train from Liverpool Mixed at 7 and 10 30 a.m. & 5 15 p.m.

First Class at 12 noon, joins the 11 30 a.m. train from Liverpool.

Mail 9 22 p.m. joins the 8½ p.m. train from Liverpool.

From Crewe, Mail 3 17 a.m. on arrival of 1 10 a.m. tr. from Birmingham 9 a.m. on arrival of 6 a.m. trains mixed, up and down.

First and second class 11½ a.m. on arrival of 10 a.m. tr. from Manchester.

First class 1 35 p.m. on arrival of 11 15 a.m. tr. from Birmingham

Mail 4½ p.m. on arrival of the 2½ p.m. train from Birmingham

7½ p.m. mixed. Mail trains only run on Sundays.

Chester to Beeston 2s 6d.—2s.—1s 6d.

FARES. Chester to Crewe, 5s 6d.—4s.

From Chester to Manchester, without change of Carriage, at 7 and 10½ a.m. and 5 15 p.m.; changing carriage at 12 noon.

Manchester to Chester at 7½ and 10 a.m. and 5 20 p.m. without changing carriage; and 11 55 a.m. changing carriage.

FARES. 1st class 8s. 6d.—2nd class 6s.—3rd class 4s. 6d.

GRAND JUNCTION.—97½ Miles in length.

Distances.	Up Trains.	2½	6	6 3½	9	9 45	1 30	1 10	6 55	Sunday Trains.				FARES.				
		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	Stop at 1st C. stns. only	2½	9	11½	6 55	From Liverpool			
	STATIONS.	1st & 2nd class Mail	1st & 2nd Class.	Third Class. Slow.	First Class.	1st & 2nd class Mail.	First Class. Mixed	1st & 2nd Class	1st & 2nd class Mail	1st & 2nd Class	1st & 2nd Class	1st & 2nd Class	1st & 2nd Class	By 9 a.m. Train.	1st Class.	2nd Class.	3rd Class.	
	Trains Leave													s. d.	s. d.	s. d.	s. d.	
	Lancaster .....	2 30		..	..	9 45	..	1 10	6 55	2 30	..	9 45	6 55	..	..	..	..	
	Preston .....	3 27		..	..	10 50	..	2 20	7 53	3 27	..	10 50	7 53	..	..	..	..	
	Liverpool, Lime-st. 4	6	6 30	9	11½	1 30	5	8½	4	9	11½	8½	..	..	..	..	..	
14½	Newton Junction* .....	6 35	7 44	..	..	9 45	..	5 35	..	..	..	..	..	..	..	..	..	
19½	Warrington .....	4 40	6 48	8 8	9 47	12 17	2 12	5 46	9 0	4 40	9 47	12 17	9 0	4 6	4 0	3 0	1 8	
22½	Moore .....	6 58	8 23	..	..	..	..	5 54	..	..	..	..	..	..	5 0	4 0	1 11	
25	Preston Brook .....	7 10	8 36	..	..	..	..	6 5	..	..	..	..	..	..	5 0	4 0	2 2	
29½	Acton .....	7 23	8 57	..	..	..	..	6 17	..	..	..	..	..	..	6 6	5 6	2 6	
31½	Hartford .....	5 10	7 34	9 9	10 16	12 46	2 42	6 28	9 33	5 10	10 16	12 46	9 33	8 0	7 0	6 0	2 2	
36½	Winsford .....	7 50	9 32	..	..	..	..	6 43	..	..	..	..	..	..	9 0	7 0	3 1	
38½	Minshull Vernon .....	7 55	9 44	..	..	..	..	6 48	..	..	..	..	..	..	9 6	7 6	3 3	
43½	Crewe .....	5 38	8 14	10 8	10 43	1 13	3 5	7 7	10 5	5 38	10 43	1 13	10 5	11 6	10 6	8 0	3 8	
46	Basford .....	8 23	10 26	..	..	..	..	7 15	..	..	..	..	..	..	11 6	8 6	3 11	
51½	Madeley .....	8 43	10 48	..	..	..	..	7 35	..	..	..	..	..	..	12 6	9 6	4 4	
54½	Whitmore .....	6 18	8 55	11 36	11 27	1 57	3 40	7 47	10 51	6 18	11 27	1 57	10 51	14 6	13 0	10 0	4 7	
62½	Norton Bridge .....	9 13	12 1	..	..	..	4 0	8 5	..	..	..	..	..	..	15 0	11 6	5 9	
68½	Stafford .....	6 46	9 33	12 18	11 57	2 27	4 17	8 25	11 15	6 46	11 57	2 27	11 15	18 6	16 6	12 6	5 9	
73½	Penkridge .....	9 54	12 33	..	..	..	..	8 45	..	..	..	..	..	..	18 0	13 6	6 2	
76	Spread Eagle .....	10 3	12 40	..	..	..	..	8 54	..	..	..	..	..	..	19 0	14 0	6 5	
77½	Four Ashes .....	10 7	12 44	..	..	..	..	8 58	..	..	..	..	..	..	19 0	14 6	6 6	
83	Wolverhampton .....	7 21	10 26	1 0	12 34	3 6	4 53	9 16	11 52	7 21	12 34	3 6	11 52	22 6	20 0	15 6	7 0	
85½	Willenhall .....	10 40	1 7	..	..	..	..	9 29	..	..	..	..	..	..	20 6	16 0	7 2	
88	Walsall .....	7 38	10 52	1 14	..	..	5 10	9 40	..	7 33	..	..	..	..	21 0	16 6	7 5	
90½	Newton Road .....	11 3	1 22	..	..	..	..	9 50	..	..	..	..	..	..	22 0	17 9	7 9	
94½	Perry Bar .....	11 15	1 33	..	..	..	..	10 2	..	..	..	..	..	..	22 6	17 6	7 11	
97½	Birmingham .....	8 6	11 36	2 0	1 15	3 51	5 45	10 23	12 36	8 6	1 15	3 51	12 36	26 0	23 0	18 0	8 6	
210	London .....	1 0	5 15	9 45	6 0	9 0	10 30	..	5 32	1 0	6 0	9 0	5 32	56 0	50 0	36 0	17 11	

\* The Fares from Parkside are the same as from Newton Junction.

The 4 a.m. train starts from the Station at Edge Hill, to which any passenger wishing to go by the train must proceed to take his place.  
Private Carriages and Horses cannot be taken by the 6 55 Train.

Passengers booked through to London from Liverpool on week days, without change of carriage,  
 At 9 a.m. arriving in London at 6 0 p.m. At 8½ p.m. arriving in London at 5 32 a.m.  
 11 20 0 0

On Sundays at 9 a.m., arriving in London at 6 p.m. At 8½ p.m., arriving in London at 5 32 a.m.

**NOTICE.**—Passengers should be at the 1st class stations 5 minutes & at the 2nd class stations 10 minutes, before the time specified



§ Run also on **Sundays.****Week Days.****Sundays.**

Miles	Stations.	§ 1	2	3	4	5	6	7	8	9	10	11	2	3	4
	<b>LONDON (depart.).</b>	p.m. 8½	a.m. ..	a.m. ..	a.m. ..	a.m. 6 0	a.m. 9 0	p.m. ..	a.m. 10 ..	p.m. ..	a.m. 11 0	p.m. 1 0	a.m. ..	a.m. ..	p.m. ..
	<b>BIRMINGHAM</b>	1 10	6 0	6 10	11 15	1 30	2 15	3 30	4 15	6 0	7 30	11 15	7 30	11 15	11 15
3½	Perry Bar.....	..	6 10	..	..	..	..	3 41	..	6 10	..	..	..	..	..
4½	Newton Road.....	..	6 20	..	..	..	..	3 52	..	6 20	..	..	..	..	..
9½	Walsall.....	..	6 29	..	11 34	1 50	..	4 1	4 34	6 29	..	..	..	11 34	..
12	Willenhall.....	..	6 38	..	..	..	..	4 11	..	6 38	..	..	..	..	..
14½	Wolverhampton	1 45	6 46	..	11 50	2 5	2 52	4 19	4 53	6 46	..	8 5	11 50	11 50	..
20	Four Ashes.....	..	7 2	..	..	..	..	4 37	..	6 59	..	..	..	..	..
21½	Spread Eagle.....	..	7 8	..	..	..	..	4 43	..	7 5	..	..	..	..	..
24	Penkridge.....	..	7 16	..	..	..	..	4 54	5 17	7 13	..	..	..	..	..
29½	Stafford.....	2 15	7 32	..	12 20	2 32	3 32	5 17	5 27	7 26	..	8 31	12 20	12 20	..
35	Norton Bridge.....	..	7 49	..	..	2 49	..	5 56	..	7 43	..	..	..	..	..
43½	Whitmore.....	2 50	8 14	..	12 58	3 20	3 59	6 32	6 9	8 8	..	9 1	12 58	12 58	..
46	Madeley.....	..	8 23	..	..	..	..	6 45	..	8 17	..	..	..	..	..
51½	Basford.....	..	8 33	..	..	..	..	7 35	..	8 28	..	..	..	..	..
	<b>Chester, departure</b>	..	7 30	10 30	12 0	..	..	..	5 15	..	..	..	..	..	..
51	<b>Crewe</b> .....	3 15	7 15	8 46	11 30	1 20	3 42	4 46	8 36	6 31	..	..	9 30	1 20	0 19 6
58½	<b>Sandbach</b> .....	3 27	7 30	9 0	11 45	1 32	3 57	4 29	8 51	6 45	8 36	..	9 45	1 35	1 0 0
62½	<b>H. Chap. (Congleton)</b>	3 37	7 42	9 12	11 55	1 40	4 7	4 28	9 2	6 55	8 57	..	9 55	1 45	1 1 6
68	<b>Chelford, (Macclesfield)</b>	3 49	7 58	9 28	12 10	1 52	4 22	3 25	4 51	9 19	7 10	9 28	15 10	10 2	0 ..
71½	Alderley [ & Knutsford	..	8 8	9 38	12 20	..	..	3 35	..	9 30	7 20	9 19	8 25	10 20	2 10
73	Wilmslow.....	..	8 14	9 43	12 25	..	..	3 40	..	9 35	7 25	9 30	8 30	10 25	2 15
74½	Handforth.....	..	8 19	9 48	12 30	..	..	3 45	..	9 41	7 30	9 35	8 35	10 30	2 20
76½	Cheadle.....	..	8 24	9 53	12 35	..	..	3 50	..	9 46	7 35	9 41	8 40	10 35	2 25
79½	<b>Stockport</b> .....	4 15	8 34	10 4	12 45	2 20	4 55	4 0	5 19	9 58	7 45	9 58	8 50	10 45	2 35
82	Levenshulme.....	..	8 41	10 12	12 52	..	..	4 10	..	10 6	7 52	10 6	8 57	10 52	2 42
83½	Longsight.....	..	8 45	10 15	12 55	..	..	4 15	..	10 9	7 55	10 9	9 0	10 55	2 45
8	<b>Manchester arri.</b>	4 30	8 50	10 20	1 0	2 35	5 10	4 20	5 35	10 15	8 0	10 15	9 5	11 0	2 50

The stations for loading and unloading carriages and horses are Manchester, Stockport, Chelford, Holmes Chapel, Sandbach, and Crewe, and the principal stations on the Grand Junction line, where carriage trucks and horse boxes may be procured by giving one day's previous notice at the station where required.

Passengers in private carriages, at second class fares.

Children above 2, and under 10 years of age, half-price.

On **Sundays**, an extra train leaves Chelford for Manchester at 7 30 p.m.

### Fares From Birmingham.

	4	1	2	3
Inside	Class.	Class.	Class.	Class.
0 19 6	0 15 6	0 12 6	0 8 6	0 6 6
1 0 0	0 16 0	0 13 0	0 9 6	0 7 6
1 1 6	0 17 6	0 14 0	0 10 6	0 8 6
..	0 18 6	0 14 6	0 10 6	0 8 6
..	0 19 0	0 15 0	0 10 6	0 8 6
..	0 19 6	0 15 0	0 10 6	0 8 6
..	1 0 0	0 15 6	0 11 6	0 9 6
1 4 6	1 1 6	0 16 0	0 11 6	0 9 6
..	1 3 0	0 17 0	0 12 0	0 10 0
..	1 3 0	0 17 0	0 12 0	0 10 0
..	1 3 0	0 17 0	0 12 0	0 10 0
1 5 0	1 3 0	0 17 0	0 12 0	0 10 0

No. 1—First and Second Class from Birmingham, (Second Class Passengers changing Carriages at Crewe.)—No. 2—First, Second, and Third Class from Crewe, and the intermediate Stations to Manchester.—No. 3—First and Second Class from Birmingham and Chester, (without change of Carriage) First, Second, and Third Class from Sandbach and the intermediate Stations to Manchester.—No. 4—First, Second, and Third Class from Chester and all Stations between Crewe and Manchester.—No. 5—First and Second Class from Birmingham and Chester, and First and Second Class from Sandbach and intermediate First Class Stations, (Passengers from Chester changing Carriages at Crewe.)—No. 6—First and Second Class from Birmingham and intermediate First Class Stations.—No. 7—First, Second, and Third Class from Chelford to Manchester and intermediate Stations.—No. 8—First Class from Birmingham, First and Second Class from Birmingham and intermediate Stations, First, Second, and Third Class from Chester, (without change of Carriage) First and Second Class from Birmingham and intermediate Stations, First, Second, and Third Class from Birmingham and all intermediate Stations between Crewe and Manchester.—**Sundays**—No. 1—First and Second Class from Birmingham.—No. 2 & 6—First, Second and Third Class from Chelford and intermediate Stations to Manchester.—No. 3—First and Second Class from Birmingham and the principal Stations on the Grand Junction Line, and First, Second, and Third Class from Sandbach and the intermediate Stations to Manchester.—No. 4—1st & 2nd Class from Birmingham, and First, Second, and Third Class from Crewe and all intermediate Stations.—No. 5—First and Second Class from Birmingham and the principal stations on the Grand Junction Line, and First, Second, and Third Class from Sandbach and the intermediate Stations to Manchester.

§ Runs also on Sundays.

Week Days.

Sundays.

Fares.

Miles.	Stations.	1	2	3	4	5	6	7	8	9	10	1	2	3	4	4 Inside	1st Clas	2nd Clas	3rd Clas
	Trains leave London-road	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.	p.m.				
	<b>Manchester</b> , (depart)	6 35	7 30	*9 30	10 0	*12 0	1 30	1 55	2 20	6 30	*8 50	*9 20	9 30	12 0	1 15	s. d.	s. d.	s. d.	s. d.
13	Longsight	6 40	7 35	..	10 5	..	1 35	..	5 27	6 35	..	..	9 35	..	6 20	..	0 4	0 3	0 2
3	Levenshulme	6 44	7 38	..	10 8	..	1 38	..	5 32	6 38	..	..	9 38	..	6 23	..	0 8	0 6	0 4
53	<b>Stockport</b>	6 52	7 45	9 43	10 15	12 12	1 45	2 7	5 40	6 45	9 4	9 34	9 45	12 12	6 30	3 6	1 0	0 9	0 6
84	Cheadle	7 3	7 55	..	10 25	..	1 55	..	5 50	6 55	..	..	9 55	..	6 40	..	1 6	1	0 9
104	Handforth	7 8	8 0	..	10 30	..	2 0	..	5 57	7 0	..	..	10 0	..	6 45	..	2 0	1 6	1 0
12	Wilmslow	7 14	8 5	..	10 35	..	2 5	..	6 3	7 5	..	..	10 5	..	6 50	..	2 0	1 6	1 0
133	Alderley [ & Knutsford	7 20	8 10	..	10 40	12 28	2 10	..	6 12	7 10	..	9 58	10 10	12 28	6 55	..	2 6	1 6	1 0
17	<b>Chelford</b> , (Macclesfld.	7 32	8 20	10 7	10 50	12 38	2 20	2 35	6 23	7 20	9 29	10 7	10 20	12 38	7 5	5 6	3 0	2 0	1 3
223	<b>H. Chapel</b> , Congleton.	7 46	8 35	10 18	11 5	12 49	..	2 45	6 39	7 35	9 42	10 17	10 30	12 49	..	7 0	4 0	2 6	1 6
263	<b>Sandbach</b>	7 56	8 45	10 26	11 15	12 58	..	2 55	6 50	7 45	9 52	10 25	10 38	12 58	..	9 0	5 0	3 6	2 0
31	<b>Crewe</b> , arrival	8 10	9 0	10 40	11 30	1 10	..	3 5	7 5	8 0	10 5	10 38	10 50	1 10	..	10 0	8 0	5 6	4 0
52	<b>Chester</b> arrival	..	10 15	..	12 30	*2 42	..	..	8 30	..	..	..	..	..	..	..	8 0	6 0	..
333	Basford	8 23	10 26	..	..	..	..	..	7 15	..	..	..	..	..	..	..	9 0	6 0	2 10
39	Madeley	8 43	10 48	..	..	..	..	..	7 35	..	..	..	..	..	..	..	10 0	7 0	3 3
413	<b>Whitmore</b>	8 55	11 36	11 27	..	1 57	..	3 40	7 47	..	10 51	11 27	..	1 57	..	13 0	10 6	7 6	3 6
50	Norton Bridge	9 13	12 1	..	..	..	..	4 0	8 5	..	..	..	..	..	..	..	12 6	9 0	4 2
553	<b>Stafford</b>	9 33	12 18	11 57	..	2 27	..	4 17	8 25	..	11 15	11 57	..	2 27	..	17 0	14 6	10 0	4 8
61	Penkridge	9 53	12 33	..	..	..	..	..	8 45	..	..	..	..	..	..	..	15 6	11 0	5 1
633	Spread Eagle	10 3	12 40	..	..	..	..	..	8 54	..	..	..	..	..	..	..	16 6	11 6	5 4
65	Four Ashes	10 7	12 44	..	..	..	..	..	8 58	..	..	..	..	..	..	..	17 0	12 0	5 5
703	<b>Wolverhampton</b>	10 26	1 0	12 36	..	3 6	..	4 53	9 16	..	11 52	12 36	..	3 6	..	21 0	17 6	13 0	5 11
73	Willenhall	10 40	1 7	..	..	..	..	..	9 29	..	..	..	..	..	..	..	18 0	13 6	6 1
754	<b>Walsall</b>	10 52	1 14	..	..	..	..	5 10	9 40	..	..	..	..	..	..	..	18 6	14 0	6 4
783	Newton Road	11 3	1 22	..	..	..	..	..	9 50	..	..	..	..	..	..	..	19 0	14 6	6 7
813	Perry Bar	11 15	1 33	..	..	..	..	..	10 2	..	..	..	..	..	..	..	20 6	15 0	6 10
85	<b>Birmingham</b> arrival	11 36	2 0	1 21	..	3 51	..	5 45	10 23	..	12 36	1 21	..	3 51	..	24 6	21 0	16 0	7 0
	Departure	12 0	..	1 30	..	4 15	..	..	..	..	12 55	1 30	..	..	..	..	..	..	..
1973	<b>LONDON</b> arrival	5 15	9 20	6 0	..	9 0	..	..	..	..	5 32	6 45	..	..	..	..	..	..	..

\* First Class passengers booked through from Manchester to LONDON by the trains marked thus \*

No. 1, 1st and 2nd class to Birmingham and intermediate stations, and to all stations between Manchester and Crewe, and from all those stations to Birmingham and the first class stations on the Grand Junction line, and 3rd class between Manchester & Sandbach. No. 2, 1st and 2nd class to Chester (without change of Carriage,) & 1st, 2nd & 3rd class to all stations between Manch. & Crewe; also 3rd class to Birmingham & all intermediate stations. No. 3, 1st class to Birmingham, 1st & 2nd to Stockport, Chelford, and H. Chapel. No. 4, 1st, 2nd, and 3rd class to Chester, and all intermediate stations. No. 5, 1st and 2nd class to Birmingham & Chester, (Passengers for Chester changing Carriages at Crewe,) & 1st & 2nd class to Sandbach and intermediate 1st class stations; also to Alderley. No. 6, 1st, 2nd, and 3rd class to Chelford and intermediate stations; leaves Manchester at 2 p.m. on Saturdays. No. 7, 1st & 2nd class to Birmingham, & intermediate 1st class stations. No. 8, 1st & 2nd class to Birmingham, & 1st, 2nd, & 3rd class to Chester, & all intermediate stations. No. 9, 1st, 2nd, & 3rd class to Crewe & intermediate stations. No. 10, 1st & 2nd class to Birmingham & intermediate 1st class stations. On Sundays.—No. 1, 1st & 2nd class to Birmingham & 1st class sta. on Grand Junc. line, & 1st & 2nd to Alderley & the principal sta. between Manchester & Crewe. No. 2 & 4, 1st, 2nd, & 3rd cls. to Chelford & intermediate sta. No. 3 & 5, 1st & 2nd class to Birmingham & 1st class stations on the Grand Junction line, & 1st, 2nd, & 3rd class to Alderley & the 1st class stations between Manchester & Sandbach. Horses & Carriages not booked through. (over.)



**From Manchester to Chester.—52 Miles.**

Passengers and Parcels booked through. Week days—7 30 & 10 a.m., without change of carriage; 12 a.m., changing car. at Crewe, & proceeding from that Station at 1 20 p.m. & 5 20 p.m. without changing.

**From Chester to Manchester.**

At 7½ & 10½ a.m. and 5 15 p.m. first and second class, and 12 noon, first class.

**From Manchester to Stockport.**

At \*6 35, 7½, 9, \*9 30, 10, 10½, 11½, & \*12 a.m.; 12½, 1½, \*1 55, 3½, 4½, \*5 20, 5½, 6¾, 8, & \*8 50 p.m.

Sundays, 8, \*9 20, \*9½, & \*12 a.m.; 2½, 6, \*6¾, 7½, & 9, p.m.

These trs. stop at Longsight, Levenshulme, & Heaton Norris, to take up or set down passengers when required, except those marked thus \*. To the Luggage Train leaving Manchester every night (Sunday excepted) about 11 o'clock, is attached a Second class carriage, by which passengers may be booked (from Manchester only) to Heaton Norris.—Fare 1s.

**From Stockport to Manchester.**

At \*4½, 8, 8 34, 9½, \*10 4, 11, & 12, a.m.; \*12½, 1, \*2 20, 3, 4, \*4 55, 5, \*5 19, 6¾, \*7¾, 9 5, & \*9 58 p.m.

Sundays, \*4 15, 7½, \*8 50, 9, & \*10½ a.m.; 1½, \*2 35, 5½, 7, \*8 5, & 8½.

**RATES FOR HORSES & CARRIAGES**

FROM MANCHESTER TO	Horses.			Carriages.		Excess Lug. p. lb.	Dogs each.
	1 property and in same box.			4	2		
	1	2	3	whl.	whl.		
STOCKPORT ....	s. d.	s. d.	s. d.	s. d.	s. d.		
CHELFORD .....	4 6	6 0	8 6	6 0	5 6	0 3	0 6
HOLMES CHAPL.	8 6	11 6	17 0	11 6	9 6	0 3	0 9
SANDBACH .....	11 0	14 6	21 0	14 6	12 0	0 3	1 0
CREWE .....	12 0	16 0	23 6	16 0	13 0	0 3	1 0
CHESTER .....	14 0	18 6	27 6	18 6	15 0	0 3	1 6
WHITMORE .....	25 0	40 0	50 0	35 0	25 0	0 3	1 6
STAFFORD .....	23 0	30 0	40 0	29 6	26 0	1	2 0
WOLVERHAMPT.	28 0	37 6	45 0	37 6	34 0	0 3	3 0
BIRMINGHAM ..	35 0	45 0	60 0	47 6	40 0	0 3	3 0
LONDON .....	40 0	60 0	80 0	60 0	40 0	0 3	3 0
	90s.	150s.	210s.	135s.	115s.	2	7 0

**PASSENGER FARES between Manchester, Macclesfield, Knutsford, and Congleton.**

	Macclesfield.			Knutsford.			Congleton.		
	1 cl.	2 cl.	3 cl.	1 cl.	2 cl.	3 cl.	1 cl.	2 cl.	3 cl.
	s.	s.	s.	s.	s.	s.	s.	s.	s.
By Single Ticket, to & from Manchester	3	2	1	6	3	2	0	1	6
By Double Ticket to Manchester and back (returning same day)	5	3					3		

**Trains in conjunction with Coaches and Omnibuses to and from Macclesfield, Congleton, Knutsford, &c.**

	From Man- chester to Macclesfield (Chelford Station.)	From Macclesfield by coach to Chelford Station.	From Man- chester to Knutsford. (Chelford Station.)	From Knutsford. by omnibus to Chelford Station.	From Man- chester to Congleton. (Holmes Chapel Sta.)	From Con- gleton, by omnibus to Holmes Cha- pel Station.
	Week Days					
	7 30 a.m.	7 0 a.m.	6 35 a.m.	6 50 a.m.	9 30 a.m.	8 12 a.m.
	9 30 ..	8½ 11 a.m.	9 30 ..	8 48 ..	5 20 p.m.	3 38 p.m.
	12 0 ..	2 15 p.m.	1 30 p.m.	1 0 p.m.	....	....
	1 30 p.m.	3 45 ..	5 20 ..	4 0 ..	....	....
	5 20 & 6 30	6 0 ..	....	....	....	....
Sun- days	9 30 a.m.	7 & 9 a.m.	9 30 a.m.	4 10 p.m.	....	....
	6 15 p.m.	3½ & 6½ p.m.	....	....	....	....

**Passengers for WORCESTER, CHELTENHAM, GLOUCESTER, and the SOUTH-WEST,**

Leaving Manchester by any of the Week-Day THROUGH TRAINS, and by the 8 50 p.m. Train on Sundays, will be able to proceed from Birmingham by the Birmingham and Gloucester Railway.

Coaches leave Cheltenham at 2 & 7 p.m. for Oxford, immediately on the arrival of the 11 45 a.m. and 4 15 p.m. Trains from Birmingham.—Fares, inside, 10s.; outside, 5s.

**Preston to Liverpool, Manchester, or Wigan.**

Via Parkside.

Mixed 8 25, and 10 50 a.m.; 2 20, 4 25, and 7 53 p.m. mail.

**Sunday Trains**—7½ a.m., 4 25, and 7 53 p.m. mixed.

Fares from Preston to Liverpool, 7s 6d and 5s.

" " Manchester, 7s. 6d. and 5s.

**Liverpool to Wigan or Preston.**

Mixed 8½ a.m., first class 12 noon, mixed 2½, 4 40, and 7 45 p.m.

**Sunday Trains**—7½ a.m. mxd., 4 40 1st cl., and 7 45 p.m. mxd.**Manchester to Wigan or Preston.** Via Parkside.

From the Victoria Station.

Mixed 9, 1st class 12½ a.m.; mixed 2½, 5\* &amp; 8 20 p.m.

**Sunday Trains**—7½ a.m., 5\* and 8 20 p.m. mixed.

Fares from Wigan to Liverpool, 5s and 3s 6d.

" " Manchester, 5s. and 3s. 6d.

\* This train being under the direction of the Post Office, after passing Parkside, can only stop at Wigan, Euxton, and Leyland.

**From Wigan to Liverpool, Manchester, &c.**

At 7 30, 9, &amp; 11 20 a.m.; 3, 5 &amp; 8 20 p.m.

On Sundays, 7 50 a.m.; 5 &amp; 8 20 p.m.

**From Preston to Chorley, Bolton, and Manchester.**

Via Bolton.

8 5 and 10 55 a.m. 2 25, 4 20 and 8 p.m. mixed.

**On Sundays**—8 a.m. and 8 p.m. mixed.**From Manchester to Chorley, Preston, &c.**

10 minutes past 9 and 12 10 p.m. 1 45, 3 30 and 4 55 p.m. mixed.

**On Sundays**—8 0 a.m. and 4 50 p.m. mixed.**From Bolton to Preston, Chorley, &c.**

9 45 a.m. 12 45, 2 20, 4 and 5 30 p.m. mixed.

**On Sundays**—8 30 a.m. and 5 30 p.m. mixed.

Fares.—First class, 5s. 6d.; second class, 4s.

**Preston to Birmingham and London.**

In same car. 10 50 a.m. Fare to Lon. 57s. 6d. to Birming. 27s. 6d.

Ditto 7 53 p.m. ml. Ditto 60s. 0d. Ditto 27s. 6d.

Chang. car. 3 27½ a.m. ml. Ditto 57s. 6d. Ditto 27s. 6d.

A mixed train to Birmingham only at 2 20, changing carriages at Newton Junction.

Fare.—First class, 26s 6d.; second class, 19s 6d.

**On Sundays** the Mail only will run, namely, from Preston, 3 27 a.m. & 7 53 p.m.**London to Preston.**

Changing carriages at 6 a.m.; in private carriages only at 8½ a.m.; in the same carriage 10 a.m. mail, and 8½ p.m. mail.

**From Birmingham in the same carriage at 1 10 a.m. and****2½ p.m., changing carriages at 1½ a.m.**

† These trains will take private carriages and horse boxes, the others cannot do so.

**Lancaster to Preston, L'pool, Manchs. & Bolton**

2 30 a.m. .... mail train

7 0 " ..... mixed

9 45 " ..... first class

1 10 p.m. .... mixed

3 15 " .... 1st &amp; 2nd class

6 55 " ..... mail train

**Preston to Lancaster.**

5 25 a.m. .... mail train

10 50 " ..... mixed

1 50 p.m. .... first class

5 0 " ..... mixed

6 45 " ..... mail train

9 50 " ..... mixed

**Manchester to Lancaster.**

Victoria station—changing carr.

4 0 a.m. .... mail.

9 0 a.m. .... mixed

12 15 " ..... first class

2 45 p.m. .... second class

5 0 " ..... mail, mixed

8 20 " ..... mixed

New Bailey-street station.

9 10 a.m. .... mixed

12 10 noon ..... 1st class

3 30 p.m. .... mixed

4 55 " ..... mail

In same carriage.

**Liverpool to Lancaster.**

8 45 a.m. .... mixed

12 0 " ..... first class

2 30 p.m. .... second class

4 40 " ..... mail, mixed

7 45 " ..... mixed

Private carriages and horses will be taken by any of the above trains.

A Coach leaves Lancaster at 3½ p.m. direct for Ambleside, Keswick, and the LAKES, and returns in time for the 1 10 p.m. train from Lancaster.

**Lancaster to London.**—In the same carriage at 9 45 a.m., and 6 55\* p.m. mail; changing carriages, 2½ a.m. mail, & 1 10 p.m.**London to Lancaster.**—In the same carriage at 10\* a.m. mail, & 8½\* p.m. mail & 2nd class; changing carriages, 6 & 8½ a.m.**Lancaster to Birmingham.**—In same car. 9 45 a.m. 1st cl. & 6 55\* p.m. mail & 2nd cl.; chang. car. 2½ a.m. ml., & 1 10 p.m.**Birmingham to Lancaster.**—In same car. 1 10\* a.m. mail & 2nd class, & 2½ p.m. mail; changing carriages, at 6 & 11 15 a.m.

The trains marked thus \* cannot take Private Carriages and Horses to or from Birmingham or London.

**ON SUNDAYS THE MAIL TRAINS ONLY WILL RUN.****FARES.**—To or from London, 1st class 63s.; night mail, 65s. 6d. second class, 48s. To or from Birmingham, first class, 33s.; second class, 23s. To or from Liverpool first class, 13s.; second class 8s. 6d. To or from Manchester, via Bolton, first class, 13s.

second class, 8s. To or from Preston, 1st class, 5s. 6d.; second class 3s 6d., third class 2s 6d.

**Swift Packet Boats, in connexion with the Railway Trains, sail**

From Lancaster to Kendal 12 20 p.m. From Kendal to Lanc. 8½ a.m. The Packets from Lancaster will sail for Kendal on arrival of the Railway train.

Breakfast and refreshments provided on board the Packet boats.

**FARE.**—Between Lancaster and Kendal, 1st Cabin 3s.; 2nd Cabin 2s.

The Packets are warmed in cold weather. An Omnibus between the Railway and Packet stations at Lancaster, free of charge.



Miles.	DOWN TRAINS.	1, 2, 3Cls.	1 & 2 Class	1 & 2 Class	1 & 2 Cls.	1, 2, 3Cls.	1 & 2 Cls.	1 & 2 Cls.	1 & 2 Cls.	Mail p.m.
—	Depart from	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
—	<b>London</b> ..	6 9	9 0	9 30	11 0	1 0	5 30	9 0		
—	<b>Birming.</b> ..	8 30	10 0	1 10	1 30	5 30				
—	<b>Coventry</b> ..	9 9	10 41	2 11	6 7					
—	<b>Rugby</b> ..	7 0	9 45	12 5	1 0	2 45	5 30	8 50	12 0	
7½	Ullesthorpe	7 15	10 0	..	1 20	3 45	9 10	12 15		
11	Broughton ..	7 25	10 8	..	..	5 55	..	..		
16½	Wigston ..	7 35	..	..	..	6 10	..	..		
20	Leicester ..	8 0	10 40	12 45	1 45	3 40	6 20	9 45	12 45	
24½	Syston ..	8 8	10 50	..	1 55	3 50	6 30	9 55	12 53	
27½	Sileby ..	8 12	11 0	..	..	4 06	40	..	..	
30	Barrow ..	8 18	..	..	..	4 10	50	..	..	
32½	Loughboro' ..	8 25	11 15	..	2 15	4 20	7 0	10 15	1 15	
37½	Kegworth ..	8 35	11 25	..	2 30	4 30	7 10	10 25	..	
41½	Long-Eaton ..	8 58	11 35	..	..	4 40	..	..	..	
44½	Beeston ..	9 7	11 43	..	..	4 50	..	..	..	
—	Arrive at									
47½	Nottingham	9 15	12 0	..	3 20	5 10	..	11 5	6 55	
42½	Sawley ..	8 45	..	..	..	7 30	..	..	..	
45½	Borrowwash ..	8 55	..	..	..	7 40	..	..	..	
49½	<b>Derby</b> ..	9 15	12 0	1 45	3 10	5 10	8 0	11 5	2 10	
94½	<b>Sheffield</b> arr	11 30	2 30	3 50	5 45	8 20	..	..	4 40	
122	Leeds ..	1 0	3 45	5 0	6 55	9 50	..	..	5 53	
136½	York ..	1 30	4 0	5 35	7 30	..	..	..	6 25	
—	Newcastle ..	5 40	8 30	9 15	11 30	..	..	..	10 30	
181½	Hull ..	4 10	6 20	..	9 15	..	..	..	8 5	
160½	<b>Manchest.</b>	4 30	8 0	..	9 10	..	..	..	8 30	

Miles.	UP TRAINS.	1 & 2 Cls.	1, 2, 3 Class	1, 2, 3 Class	1, 2, 3Cls.	1, 2, 3Cls.	1, 2 Class	1 & 2 Class	Mail p.m.
—	Depart from	p.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	
—	<b>Manchest</b> ..	10 50	..	..	..	1 30	4 45	..	
—	<b>Hull</b> ..	..	..	..	..	1 40	4 55	..	
—	<b>Newcastle</b> ..	10 50	..	..	5 45	9 0	10 30	2 0	
—	<b>York</b> ..	3 0	..	6 0	10 0	12 30	3 10	6 25	
—	<b>Leeds</b> ..	3 30	..	6 50	10 30	1 0	4 0	7 5	
—	<b>Sheffield</b> ..	..	..	8 15	11 45	2 0	5 25	8 20	
—	<b>Derby</b> ..	7 10	8 20	10 40	2 15	4 45	8 15	11 0	
4	Borrowwash ..	..	8 30	..	..	8 25	..	..	
7	Sawley ..	7 20	8 40	..	..	8 35	..	..	
10	Nottingham ..	7 0	8 15	10 40	2 15	4 35	8 15	9 40	
13	Beeston ..	..	8 25	..	..	4 40	8 25	..	
16	Long Eaton ..	..	8 35	..	..	8 35	..	..	
19	Kegworth ..	..	9 0	11 10	2 45	4 58	5 50	..	
16½	Loughboro' ..	7 40	9 17	11 25	2 55	5 20	9 2	11 30	
19½	Barrow ..	..	9 28	..	..	9 13	..	..	
21½	Sileby ..	..	9 35	11 33	..	9 20	..	..	
24½	Syston ..	8 0	9 43	11 40	3 15	5 35	9 30	11 45	
29½	Leicester ..	8 30	10 0	12 0	3 30	5 50	9 45	12 15	
32½	Wigston ..	..	10 10	..	..	9 55	..	..	
38½	Broughton ..	..	10 35	..	..	10 0	..	..	
41½	Ullesthorpe ..	..	10 40	12 30	4 5	6 10	10 15	12 25	
—	Arrival at								
49½	<b>Rugby</b> ..	9 15	11 0	1 0	4 30	6 50	10 30	1 5	
—	<b>Coventry</b> ..	9 57	12 9	2 57	..	..	12 2	..	
—	<b>Birming.</b> ..	10 40	1 15	3 40	..	..	12 50	..	
132	<b>London</b> ..	1 0	2 45	5 15	8 0	9 45	..	4 45	

On Sundays.—From Rugby, 12 mail, and 7½ a.m.; 1 and 6 p.m. From Derby, 7 10 a.m. mail; 12½, 7, and 11 p.m. mail.

FARES. Nottingham to Leicester, 6s. 6d. and 4s. 6d.; Derby to Leicester, 7s. and 5s.; N. Nottingham to Loughborough, 4s. and 2s. 6d.

NOTTINGHAM TO DERBY.		SUNDAYS.									
		1	2	3	4	5	7	8	9	10	
STATIONS.	class	1 & 2	1 & 2	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	class
Depart from	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
Nottingham	7 0	8 15	10 45	2 50	4 20	7 0	9 40	9 0	8 15	..	
Beeston ..	7 9	8 20	10 54	2 57	4 29	7 9	9 9	8 24	..	..	
Long-Eaton	7 15	..	11 3	3 5	..	7 18	..	9 18	8 32	..	
Sawley ..	7 20	..	11 10	3 10	..	7 26	..	9 26	8 41	..	
Borrowwash ..	7 35	..	11 20	3 20	..	7 35	..	9 35	8 50	..	
Spondon ..	..	..	11 25	..	..	7 40	..	9 40	8 55	..	
Derby, Arr.	7 45	9 15	11 30	3 35	5 10	7 45	10 10	9 45	9 0	..	

DERBY TO NOTTINGHAM.		SUNDAYS.									
		1	2	3	4	5	7	8	9	10	
STATIONS.	class	1 & 2	1 & 2	1, 2, 3	1, 2, 3	1 & 2	1, 2, 3	1, 2, 3	1, 2, 3	1, 2, 3	class
Depart from	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
Derby ..	6 0	8 20	9 10	10 40	1 0	5 50	8 40	8 0	7 0	..	
Spondon ..	..	9 15	..	1 5	5 55	..	8 5	5 5	..	..	
Borrowwash ..	..	9 20	..	1 11	6 1	8 53	..	8 11	7 11	..	
Sawley ..	..	9 30	..	1 20	6 10	9 0	8 20	7 20	..	..	
Long Eaton	..	9 38	..	1 28	6 18	9 10	8 28	7 28	..	..	
Beeston ..	..	9 47	..	1 37	6 27	9 18	8 37	7 37	..	..	
Nottingham	6 40	9 15	10 12	0 1	4 55	6 35	9 25	8 45	7 45	..	

The trains from Derby Nos. 1, 2, and 5, are in connexion at Nottingham with coaches to Newark, Lincoln, & Mansfield, also No. 3 to Mansfield, Worksop, Retford, Tickville, & Doncaster.

The train from Derby No. 5 is in connexion at Nottingham with a coach to Olberton, Retford, and Gainsborough.

Third class passengers cannot be booked to any of the intermediate stations by the No. 4 train from Nottingham to Derby, or the No. 7 train from Derby to Nottingham. Extra Trains.—From Nottingham at 5 p.m., and from Derby at 2 30 p.m., on week days.

UP TRAINS.		Derby to Birmingham and London.							Sun- days.	DOWN TRNS.	London & Birmingham to Derby.						Sundays.		
Mls.	STATIONS	1	2	3	4	5	6	7	8	STATIONS.	1	2	3	4	5	6	7	8	9
	Departure from	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	mail	a.m.	Departure from	mail	a.m.	a.m.	a.m.	a.m.	p.m.	a.m.	a.m.	a.m.
	<b>DERBY</b> ....	8 15	10 30	12 15	2 0	4 30	8 15	10 50	8 30	<b>LONDON</b> ....	..	..	6 0	8 9	11 0	1 0	..	..	8 30
64	Willington .....	8 25	..	12 25	..	4 40	8 25	..	8 40	<b>Coventry</b> ....	..	..	9 57	12 32	2 57	5 9	..	..	12 27
11	<b>Burton</b> .....	8 35	10 50	12 35	2 20	4 50	8 35	11 13	8 50	<b>Hampton</b> ....	..	..	10 30	1 21	3 45	6 0	..	..	..
15	Barton & Walton .....	8 45	11 0	12 45	..	5 0	8 45	..	9 0	Coleshill, arrival.	..	..	10 40	1 31	3 55	6 10	..	..	..
173	Oakley & Alrewas .....	8 55	11 10	12 50	2 30	5 10	8 55	..	9 10	<b>Birmingham</b>	12 20	7 0	10 30	1 30	3 45	6 0	12 20	8 30	6 30
24	<b>Tamworth</b> ..	9 10	11 30	1 0	3 0	5 30	9 15	11 50	9 28	Castle Bromwich	..	7 10	..	1 39	3 54	6 9	..	..	..
253	Wilnecote & Fazly.	9 15	..	1 15	..	5 35	9 20	..	9 34	Water Orton....	..	7 15	..	..	6 14	..	8 43	6 43	..
293	Kingsbury.....	9 30	..	1 25	..	5 45	9 30	..	9 43	Forge Mills .....	..	7 19	10 46	1 45	4 16	6 18	..	8 48	6 48
313	Whitacre Junc. ....	9 35	11 45	1 30	3 20	5 50	9 35	..	9 45	Whitacre Junc..	..	7 25	10 50	1 50	4 56	6 23	..	8 53	6 53
33	Forge Mills .....	9 40	11 50	1 35	..	5 57	9 40	..	9 56	Kingsbury .....	..	7 30	..	..	6 30	..	9 0	7 0	..
343	Water Orton .....	9 50	..	..	..	6 5	..	..	19 0	Wilnecote & Fazly.	..	7 40	..	..	4 20	6 40	..	9 10	7 10
37	Castle Bromwich .....	10 0	..	1 55	..	6 10	9 55	..	..	<b>Tamworth</b> ..	1 8	7 45	11 10	2 10	4 25	6 45	1 8	9 15	7 15
413	<b>Birmingham</b>	10 20	12 30	2 15	4 0	6 25	10 15	12 35	1 20	Oakley & Alrewas	..	8 0	11 25	2 25	4 40	7 0	..	9 30	7 30
										Barton & Walton	..	8 10	11 35	2 35	4 50	7 10	..	9 40	7 40
334	Coleshill.....	9 40	11 50	..	..	..	..	..	..	<b>Burton</b> .....	1 40	8 20	11 45	2 45	5 0	7 20	1 40	9 50	7 50
384	<b>Hampton</b> ....	10 10	12 10	..	3 45	..	..	..	..	Willington .....	..	8 35	11 58	..	5 13	7 33	..	10 3	8 3
474	<b>Coventry</b> ..	10 54	12 49	..	4 59	..	..	..	..	<b>DERBY</b> arrival.	2 5	9 0	12 15	3 15	5 30	8 0	2 5	10 20	8 20
1413	<b>LONDON</b> ..	2 45	5 13	..	9 0	..	..	..	..										

## FARES, FROM BIRMINGHAM

## FARES, FROM DERBY

TO	1 Cls.			TO	1 Cls.			TO	1 Cls.			TO	1 Cls.		
	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.		s. d.	s. d.	s. d.		s. d.	s. d.	s. d.
Nottingham ..	14	6	10	Tamworth....	4	0	3	Burton .....	3	0	2	Birmingham..	11	0	8
Leeds .....	31	0	32	Barton & Walton	7	6	5	Barton & Walton	4	0	3	London .....	35	0	23
York .....	35	6	25	Burton .....	7	6	5	Tamworth....	6	6	5	Liverpool .....	35	6	26
Hull .....	38	6	28	Derby .....	11	0	8	Kingsbury....	7	6	5	Manchester ..	34	0	25
Darlington....	48	6	34	Sheffield .....	23	0	16	Hampton .....	8	0	6	Gloucester ..	25	6	19

Sunday Trains from Derby, in addition to the 8 30 a.m. to Birmingham, at 6 50 and 10 50 p.m.

**Fares between Birmingham and Derby**—Private carriages, £1 10s. each; one horse, £1; two horses, £1 15s.; three horses, £2 10s.; dogs, 2s. each. For intermediate rates enquire at the Stations. Passengers in or on private carriages pay second class fares. Children under ten years of age, half-price.

**between Liverpool and Derby**—Horses: one, £3; two, £4 15s.; three, £6 10s. Private carriages, £4 10s. each.

Without change of Truck or Horse-Box at Birmingham. An entire horse charged the price of a whole box.

First and second class carriages with all trains; third class carriages with Nos. 2, 6, 8, and 9 down, and 1, 5, 6, 8, and 9, up trains.

Burton and Tamworth to London—First class passengers booked by trains Nos. 1, 2, & 4; 2nd class by Nos. 1 & 2, 3rd class by No. 2.

An Omnibus to Matlock leaves the Amber Gate station on the North Midland Railway (Sunday excepted) on the arrival of the trains leaving Birmingham at 7 15 a.m., 1 15 and 3 45 p.m., and arrives there from Matlock in time for the trains which reach Birmingham at 1 30 and 6 25 p.m.



DOWN TRAINS.		Derby to Leeds.							Sundays.				
STATIONS.		1	2	3	4	5	6	7	8	9	10	11	
Departure from		mail.							mail				
LONDON....		p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	a.m.	a.m.		
BIRMINGHM		9 0	..	..	6 0	9 0	9 30	11 0	9 0	..	8 & 10	..	
		12 20	..	7 15	10 30	..	1 15	3 45	12 20	..	..	..	
Miles		p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	m.	a.m.	p.m.	p.m.	
	DERBY ....	2 53	6 0	9 20	12 30	2 15	3 45	6 0	2 52	6 45	3 45	5 0	
52	Duffield, Arrival	..	6 9	9 30	..	..	..	6 9	..	6 54	..	5 9	
72	Belper .....	..	6 17	9 35	12 43	..	3 58	6 17	..	7 2	3 58	5 17	
104	Amber Gate ....	..	6 28	9 45	12 53	..	4 8	6 28	..	7 13	4 8	5 28	
14	Wingfield .....	..	6 40	9 57	..	..	4 19	6 40	..	7 25	4 19	5 40	
172	Stretton .....	..	6 50	10 2	..	..	..	6 51	..	7 36	..	5 50	
204	Clay Cross .....	..	6 58	10 7	..	..	..	6 59	..	7 43	..	5 58	
244	Chesterfield	3 36	7 8	10 20	1 27	2 58	4 42	7 9	3 36	7 53	4 42	6 8	
273	Staveley .....	..	7 17	10 25	..	..	..	7 19	..	8 2	..	6 17	
304	Eckington .....	..	7 23	10 34	1 41	..	4 56	7 26	..	8 8	4 56	6 23	
354	Woodhouse Mill	..	7 34	10 46	..	..	..	7 38	..	8 19	..	6 34	
40	Masbro' .....	4 5	7 45	11 0	2 53	3 25	5 16	7 49	4 5	8 30	5 16	6 45	
45	SHEFFELD.	4 40	8 20	11 30	2 30	3 50	5 45	8 20	4 40	9 10	5 45	7 0	
	Departure .....	3 45	7 30	10 40	1 40	3 10	4 55	7 30	3 45	8 10	4 55	6 30	
45	Swinton .....	..	8 1	11 20	2 23	..	5 34	8 1	..	8 50	5 34	7 1	
47	Wath .....	..	8 8	..	2 29	..	..	8 15	..	8 56	..	7 8	
49	Darfield .....	..	8 15	11 30	..	..	..	8 22	..	9 2	..	7 15	
534	Barnsley .....	4 44	8 25	11 40	2 45	..	5 52	8 36	4 44	9 15	5 52	7 28	
564	Royston & Nottm	..	8 39	..	..	..	..	8 48	..	9 26	..	7 39	
604	Makenshaw	5 1	8 49	12 0	3 5	..	6 10	8 58	5 1	9 38	6 10	7 49	
634	Normanton	5 14	9 0	12 19	3 20	4 35	6 25	9 8	5 14	9 50	6 25	8 0	
662	Methley .....	..	9 10	12 29	3 15	4 45	6 35	9 18	..	10 0	6 35	8 10	
68	Woodlesford	..	9 15	12 34	3 20	4 50	6 40	9 23	..	10 5	6 40	8 15	
73	LEEDS .....	5 53	9 30	1 0	3 45	5 0	6 55	9 50	5 53	10 25	6 55	8 30	
		A.M.	P.M.	P.M.	P.M.	P.M.	P.M.		A.M.	P.M.	P.M.		
113	MANCHESTER	8 30	12 0	4 30	..	8 0	9 10	..	..	1 30	10 45	..	
145	LIVERPOOL	10 30	2 0	6 30	..	9 40	..	..	..	6 30	..	..	
87	YORK .....	6 25	..	1 45	4 05	5 35	7 30	..	6 25	..	7 30	..	
111	HULL .....	8 5	1 10	4 10	..	..	9 15	..	8 5	..	9 15	..	
132	NEWCASTL	10 30	..	5 40	8 30	9 15	11 30	..	10 45	..	11 30	..	

## Sheffield &amp; Rotherham.

## From Sheffield.

8½, 9½, 10½, & 11½ a.m., 12½, 1½, 2½, 3½, 4½, 5½, 6½, 7½, & 8½ p.m.

## From Rotherham.

9, 10, 11, & 12 a.m.; 1, 2, 3, 4, 5, 6, 7, 8, and 9 p.m.

On Sundays from Sheffield at 9 & 10 a.m., 1½, 2½, 4½, 5½, 6½, 7½, and 8½ p.m.—From Rotherham 9½ a.m., 1, 2, 4, 5, 6, 7, 8, and 9 p.m.

On Mondays and Tuesdays from Sheffield at 7½ a.m., and from Rotherham at 8 a.m.

FARES.—From Sheffield to Rotherham, 1st class 1s; 2nd 9d; 3rd 6d. Sheffield to Brightside, 1st class 6d; 2nd, 4d; 3rd, 3d.

**A Cheap Train from Masbro' at 6 15 a.m.,** and from Sheffield at 6 a.m. to Normanton and Hull.

Nos. 3, 4 & 6 are in connexion at Derby with trains from Nottingham, and 1, 4, 5, 7, 8, and 9 with trains from Leicester and Loughborough.

Third class passengers will be conveyed from London by the 7 a.m. train, arriving in Leeds the same evening. Fare 25s. 6d.

Passengers may be booked through from London to Manches er and Rochdale via Derby, by the 6 and 9½ a.m. and 9 p.m. trains, from Euston square.

First and second class carriages are attached to all the trains, and third class carriages to the 6, and 9 30 a.m. and 6 p.m. trains.

CHESTERFIELD STATION.—An Omnibus from Mansfield meets No. 4 down, and returns on the arrival of No. 5 up train. Passengers booked through between Mansfield and Manchester.

COACHES.—Swinton station:—Conveyances from and to Doncaster meet Nos. 3, 4, 5, & 6 Up, and 3, 4, 5, 7, & 8 Down trains Leeds sta.:—Coaches fr. and to Harrogate, Bradford, Otley, Knaresboro', Ripon, Bingley, Keighley, Skipton, Settle, Kirby Lonsdale, etc. meet the various trns  
**MASBRO' STATION.**—A Coach from Lincoln, via Retford, meets Nos. 5 up and down trains, and returns immediately; and one from Lincoln, via Gainsbro' & Bawtry, meets Nos. 4 up & down trains, and returns after the arrival of No. 5 up and down trains.

UP TRAINS.		Leeds to Derby.							Sundays.				Fares.					
STATIONS.		1	2	3	4	5	6	7	8	9	10	11	LEEDS TO		1st Class.	2nd Class.	3rd Class.	
Distance	Departure from	p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	mail.	p.m.	a.m.	a.m.	mail.			s.	d.	s.	d.
	NEWCASTLE	10 50	..	..	5 45	9 0	10 30	2 0	10 50	..	..	2 0	Manchester...		15	0	10	0
	HULL	..	..	..	8 30	11 0	1 40	4 55	..	..	..	4 55	York.....		6	0	4	6
	YORK	3 0	..	6 0	10 0	12 30	3 0	6 25	3 0	6 45	..	6 25	Hull.....		10	0	8	0
	LIVERPOOL	..	..	..	..	8 45	11 0	2 0	..	..	..	..	Shsfield.....		10	6	7	0
	MANCHESTER	..	..	..	6 45	10 50	1 30	4 45	..	..	..	..	Derby.....		20	0	14	0
Mls.	LEEDS	3 30	..	6 50	10 30	1 0	4 0	7 5	3 30	7 30	3 0	7 5	Nottingham..		23	6	16	6
5	Woodlesford Arrival	..	..	6 55	10 35	1 5	4 5	7 13	..	7 34	3 4	7 13	Leicester.....		27	0	19	0
6 1/2	Methley	..	..	7 4	10 45	1 10	4 13	7 20	..	7 43	3 13	7 20	Birmingham..		31	0	22	0
9 1/2	Normanton	4 0	..	7 15	11 0	1 30	4 24	7 27	4 0	7 54	3 24	7 27	London.....		55	0	37	6
12 1/2	Oakenshaw	4 7	..	7 32	11 17	1 45	4 41	7 44	4 7	8 11	3 41	7 44						
16 1/2	Royston and Notton	..	..	7 44	..	..	4 53	..	..	8 23	3 53	..						
19 1/2	Barnsley	4 28	..	7 53	11 30	1 55	5 2	8 2	4 28	8 32	4 2	8 2						
24	Darfield	..	..	8 4	..	..	5 13	..	..	8 43	4 13	..						
26	Wath	..	..	8 9	..	..	5 18	..	..	8 48	4 18	..						
28	Swinton	..	..	8 16	11 45	2 10	5 25	8 19	..	8 55	4 25	8 19						
33	Masbro'	4 55	7 0	8 30	12 0	2 26	5 39	8 33	4 55	9 9	4 39	8 33						
38	SHEFFIELD	..	..	8 50	12 30	2 45	6 10	9 0	..	9 40	5 10	9 0						
	Departure	..	6 45	8 15	11 45	2 0	5 25	8 20	..	8 50	4 25	8 20						
37 1/2	Woodhouse Mill	..	..	7 21	8 50	..	5 59	..	..	9 29	4 59	..						
42 1/2	Eckington	..	..	7 35	9 5	12 28	2 55	6 14	..	9 44	5 14	..						
45 1/2	Staveley	..	..	7 43	..	..	6 23	..	..	9 53	5 23	..						
48 1/2	Chesterfield	5 38	7 54	9 16	12 44	3 10	6 35	9 15	5 38	10 5	5 35	9 15						
52 1/2	Clay Cross	..	..	8 6	..	..	6 47	..	..	10 17	5 47	..						
55 1/2	Stretton	..	..	8 15	..	..	6 57	..	..	10 27	5 57	..						
59	Wingfield	..	..	8 23	9 40	1 7	7 5	..	..	10 35	6 5	..						
62 1/2	Amber Gate	..	..	8 32	9 49	1 17	8 35	7 14	..	10 44	6 14	..						
65 1/2	Belper	6 5	8 41	9 55	1 26	3 43	7 23	9 40	6 5	10 53	6 22	9 40						
67 1/2	Duffield	..	..	8 48	..	..	7 29	..	..	10 59	6 29	..						
73	DERBY	6 40	9 10	10 20	1 50	4 15	7 50	10 18	6 40	11 20	6 50	10 18						
114	BIRMINGHAM	p.m.	p.m.	p.m.	p.m.	p.	p.m.	a.m.	p.m.	p.m.	p.m.	a.m.						
205	LONDON	1 0	..	5 15	8 0	9 45	..	4 45	1 30	7 0	..	5 0						

Nos. 2, 5, 6, & 10 are in connexion at Derby with trains to Nottingham; to Leicester and Loughborough by all the trains except the second.

Trains leave LEEDS

For Manchester and Liverpool, Dewsbury, Huddersfield, Halifax, Todmorden, Rochdale, &c. at 5 40, 7 4, 9, and 10 40 a.m. mail; 1, 4 4, 6 10, and 7 15 p.m. On Sundays at 7, 10 40 a.m., and 7 15 p.m.

Third class passengers will be conveyed from Leeds by the 6 50 a.m. train, arriving in London the same evening. Fare 25s. 6d.

First and second class carriages are attached to all the trains, and third class carriages to the 6 50 a.m. and 4 p.m. trains.

Carriage trucks and horse boxes are kept at all the principal stations; but to prevent disappointment it is recommended that notice be given the day previous to their being required.

Persons riding in their own carriages are charged second class fare.

COACHES, &c.—Eckington station:—A Coach from & to Boston, Sleaford, Lincoln, Newark, Ollerton, Worksop, &c. meets Nos. 5 up and down trains. Also, one from and to Worksop, Retford, &c. meets Nos. 4 up & down, and waits for Nos. 6 up and 7 down trains. Passengers are booked through from Manchester to this station, being the most economical and expeditious route to Manchester, Leeds, York, and Sheffield.

Nos. 2, 5, 6, & 10 are in connexion at Derby with trains to Nottingham; to Leicester and Loughborough by all the trains except the second.

#### Trains leave LEEDS

For Manchester and Liverpool, Dewsbury, Huddersfield, Halifax, Todmorden, Rochdale, &c. at 5 40, 7 1/2, 9, and 10 40 a.m. mail; 1, 4 1/2, 6 10, and 7 15 p.m. On Sundays at 7, 10 40 a.m., and 7 15 p.m.

Third class passengers will be conveyed from Leeds by the 6 50 a.m. train, arriving in London the same evening. Fare 25s. 6d.

First and second class carriages are attached to all the trains, and third class carriages to the 6 50 a.m. and 4 p.m. trains.

Carriage trucks and horse boxes are kept at all the principal stations; but to prevent disappointment it is recommended that notice be given the day previous to their being required.

Persons riding in their own carriages are charged second class fare.



Going West	1	2	3	4	5	6	7	Sunday	Fares.	Going East	1	2	3	4	5	Sundays.
Trains from	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	a.m.	a.m.	a.m.	p.m.	p.m.	a.m.	p.m.
<b>Newcastle</b>	7 0	11 0	12 30	2 30	4 0	6 0	..	9 05	0	<b>Carlisle</b>	5 0	7 30	10 15	12 05	30	9 05
<b>Gateshead</b>	..	11 0	..	2 20	..	5 50	9 15	..	..	<b>Milton</b>	5 35	8 12	10 50	12 35	5	9 35
Blaydon	7 15	11 22	12 45	2 42	4 15	6 15	9 27	9 15	15	Rose Hill	5 52	8 34	11 12	12 57	6	9 57
Stockfield	7 45	11 48	1 16	3 8	4 45	6 45	9 50	9 45	45	Haltwhistle	6 5	8 54	11 30	13 5	10	10 5
Hexham	8 15	12 15	1 45	3 35	5 15	7 18	10 15	10 12	12	Haydon Bridge	6 30	9 22	11 55	13 47	9	10 40
Haydon Bdg.	8 38	12 40	2 15	4 0	..	7 33	10 37	10 35	35	Hexham	6 53	9 52	12 20	4 8	7	11 57
Haltwhistle	9 5	1 3	..	4 23	..	8 20	10 57	11 07	07	Stockfield	7 15	10 20	12 45	4 34	7	11 30
Rose Hill	9 23	1 20	..	4 40	..	8 40	..	11 18	18	Blaydon	7 45	10 55	1 15	5 8	15	12 0
Milton	9 50	1 40	..	5 0	..	9 0	11 39	11 45	7	<b>Gateshead</b>	8 10	..	1 40	5 30	8	..
<b>Carlisle</b>	10 15	2 10	..	5 30	..	9 30	12 02	12 15	8	<b>Newcastle</b>	8 0	10 10	1 30	5 20	8	12 15

Passengers must be at the stations five minutes before the time carriages, 15 minutes before that period. Nos. 4 west, and 1 east are mail trains; and on Sundays, the 5 p.m. west, and 9 a.m. east from Hexham to Newcastle at 8 a.m. and 5.35 p.m. Passengers company cannot be accountable for it.

## YORK AND NORTH MIDLAND.—27 Miles in length.

UP.	1	2	3	4	5	6	7	8	9	10	DOWN.	1	2	3	4	5	6	7	Fares.
Departure from	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	Departure from	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	1 Cls. 2 Cls.
York to Leeds	..	7 40	10 0	12 30	..	3 10	..	6 35	..	6 35	Leeds to York	5 10	7 30	10 0	..	1 15	3 30	6 25	s. d. s. d.
„ Selby & Hull	mail	..	7 40	10 0	..	1 25	..	3 35	ml. 6 35	6 35	„ Selby to York	..	7 50	10 10	12 35	..	3 15	6 30	From York
„ Manchester	3 06	07 40	10 0	12 30	..	3 10	..	6 25	..	6 25	Arrival at	..	..	..	..	..	..	..	to
„ Derby	3 06	0	..	10 12 30	..	3 10	..	6 25	..	6 25	„ Carlisle	5 30	7 55	10 25	..	1 40	3 55	6 50	Leeds.. 6 0 4 6
„ Birmingham	3 06	0	..	10 12 30	..	..	..	6 25	..	6 25	„ Barton Salmon	5 40	8 10	10 40	..	1 55	4 10	7 5	Selby 4 0 3 0
„ London	3 06	0	..	10 12 30	..	..	..	6 25	..	6 25	„ Sherburn	5 50	8 25	10 55	1	2 10	4 30	7 20	Hull.. 9 0 7 0
Arrival at	..	..	..	..	..	..	..	..	..	..	„ Bolton Percy	6 10	8 40	11 10	15	2 25	4 45	7 35	Wakefield 6 6 0
Bolton Percy	..	6 15	8 0	10 15	..	1 40	3 30	..	6 40	6 50	„ York	6 25	9 10	11 30	1 30	2 45	5 08	0	Coop. b. 12 0 9 0
Sherburn	..	6 35	8 15	10 30	..	1 55	4 40	..	7 10	7 20	Departure from	..	..	..	..	..	..	..	Elland 13 0 9 6
Barton Salmon	..	6 50	8 30	10 40	1 10	..	4 0	..	7 20	7 20	„ Bolton to York	5 25	7 35	12 25	3 0	4 35	6 13	..	Swinton 12 0 8 6
CASTLEFRD	..	6 45	8 40	10 50	1 20	..	4 10	..	7 20	7 30	„ Carlisle, ar.	5 35	8 10	12 45	3 10	4 45	6 28	..	Masbro' 13 6 9 6
SELBY	..	..	8 40	..	1 20	..	4 35	..	7 40	7 40	„ Barton Salmon	5 45	8 10	12 45	..	..	5 38	..	Manchr. 22 0 14 6
NORMANTON	4 17	15 9	15 11	5 1	..	..	4 20	..	7 30	7 30	„ Bolton Percy	6 10	8 25	1 5	..	..	7 5	..	Sheffield 14 6 10 6
LEEDS	..	..	9 15	11 25	2 0	..	4 45	..	8 5	8 5	„ York	6 25	9 10	1 30	4	0 35	7 30	..	Chstrfd 17 6 12 0
Hull Arrival	..	..	10 15	1 10	..	4 10	..	6 20	..	9 15	„ Darlington	9 0	11 45	3 45	6 30	7 25	9 40	..	Derby.. 24 6 17 6
Derby	do.	6 40	10 20	..	1 50	4 15	..	7 50	..	10 18	„ Newcastle	10 50	1 40	5 40	8 30	9 15	11 30	..	Notting. 28 0 20 0
Manchester	do.	8 30	11 0	12 01	3 0	4 30	..	8 0	..	10 0	„ Carlisle	2 0	5 30	9 15	12 15	12 15	..	..	Leicestr. 31 6 22 6
Birmingham	do.	10 20	12 30	..	4 0	6 25	..	..	..	12 35	From Leeds to ml.	..	..	..	..	..	..	..	Rugby 37 6 26 0
London	do.	1 0	15	..	9 0	9 45	..	..	..	5 32	„ Selby & Hull	5 10	7 30	10 0	1 15	6 25	..	..	Birmng. 35 6 25 6

SUNDAYS.—From York, 3 a.m. mail, to Derby and London, 6 45 a.m. to Derby, Sheffield, Birmingham, Leicester, and London; 8 a.m. to Leeds, Selby, and Manchester; 6 25 p.m. to Sheffield, Derby, Birmingham, Leicester, London, and Manchester; and 6 35 p.m. to Leeds, Selby, and Hull.

SUNDAYS.—From Leeds, 5 10 a.m. mail, to Selby & Hull, 8 a.m. to York & Selby, & 6 10 p.m. to York, Selby, & Hull, Darlington, and Newcastle. From Selby 8 10 a.m. to Leeds, York, & Manchester; 6 30 p.m. to Leeds, York, & Darlington, Newcastle, & London (mail.)

(Mail) 62 0 44 6

Miles	Newcastle to London						Miles	London to Newcastle.							
	UP. TRAINS.							DOWN TRAINS.							
	1	2	3	4	5	6		1	2	3	4	5	6	7	
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.		a.m.	p.m.	mail	a.m.	a.m.	a.m.	a.m.	
—	Departure from						—	Depart from							
—	Carlisle....	5 0		10 15	2 0	5 30	—	London.....	9 0		7 0	6 0	9 0	9 30	
—	Newcastle....	5 45	9 0	10 30	2 0	6 0	—	Birmingham....	12 20		7 0	10 30		1 30	
—	Darlington....	7 30	10 30	12 20	3 55	8 0	—	Leicester.....	12 45		8 0	10 40	12 45	1 45	
4	Croft.....	7 35		12 30		8 9		Nottingham....			7 0	10 45		2 50	
8	Cowton.....	7 45	10 43	12 43	4 15	8 22		Derby.....	2 53		9 20	12 30	2 15	3 45	
15	Northallerton	8 5	11 0	1 2	4 34	8 41		Sheffield.....	3 45		10 40	1 40		4 55	
19	Otterington ..	8 13		1 10		8 50		Liverpool.....			7 0	8 45	11 0	2 0	
23	Thirsk.....	8 25	11 20	1 23	4 55	9 3		Manchester....			9 0	10 50	1 30	3 30	
27	Sessay.....	8 38		1 36		9 15		Hull.....		6 20	11 0	1 40		4 55	
32	Raskelf.....	8 51		1 49		9 30		Leeds.....	5 10	7 30	10 0		3 30		
34	Alne.....	8 55	11 50	1 54	5 23	9 35		Normanton....	5 25	7 35	12 25	3 0	4 35	6 13	
35	Tollerton.....	9 0		1 58		9 39		York.....	5 0	7 0	9 30	1 45	4 50	5 50	
39	Shipton.....	9 11		2 10		9 53		Shipton.....	5 17		9 47		5 7		
45	York arrival	9 30	12 20	2 30	5 55	10 15	2 48	6	Tollerton.....	5 31		9 57		5 17	
69	Normanton do.	11 5	1 30	4 20	7 30		4 0	10	Alne.....	5 35	7 30	10 0	2 12	5 20	6 10
75	Leeds..... do.	11 25	2 0	4 45	8 5			11	Raskelf.....	5 44		10 5		5 25	
92	Hull..... do.	1 10	4 10		9 15			13	Sessay.....	5 57		10 17	2 28	5 37	
120	Manchester do.		4 30	8 0	10 0		8 30	18	Thirsk.....	6 10	8 0	10 30	2 40	5 50	6 30
151	Liverpool.. do.		6 30	9 30			10 30	32	Otterington ..	6 24		10 40		6 0	
97	Sheffield .. do.	12 30	2 45	6 10	9 0			26	Northallerton	6 35	8 20	10 50	3 0	6 10	6 48
131	Derby .. do.	1 50	4 15	7 50	10 18		6 40	30	Cowton.....	7 0	8 40	11 9	3 20	6 29	7 4
147	Nottingham do.		6 35	9 25				37	Croft.....	7 13		11 20	3 30	6 40	
161	Leicester .. do.	3 30	5 50	9 45	12 15		8 30	41	Darlington ar	7 30	9 0	11 30	3 45	6 50	7 25
171	Birmingham do.	4 0	6 25		12 35		10 20	45	Newcastle ar		10 30	1 30	5 40	8 30	9 15
283	London do.	8 0	9 45		4 45		1 0		Carlisle.....		2 10	5 30	9 30	12 0	12 0

To		From		To		From	
1 Class.	2 Class.	3 Class.	1 Class.	2 Class.	3 Class.	1 Class.	2 Class.
York..... £4 13 0	£4 9 0	6s 0	Sheffield £1 7 6	£1 19 6	13s 3	£1 19 6	13s 3
London..... 3 12 6	2 10 0	10 0	Leeds..... 1 19 0	0 13 6	2s 6	1 19 0	0 13 6
20. Mail..... 3 12 6	2 13 6	10 0	Manchester..... 1 15 0	0 1 3 6	17 0	1 15 0	0 1 3 6
Birmingham..... 8 6	1 14 6	23 9	Hull..... 1 2 0	0 16 0	11 0	1 2 0	0 16 0
Derby..... 1 17 6	1 6 6	17 9	Leicester..... 2 4 6	1 11 6	21 3	2 4 6	1 11 6

Fares from Darlington

To	1 Class	2 Class	3 Class
York....	40 13 0	20 0	05 0
London....	3 12 6	2 10 0	0 10 0
Birmingham....	3 15 0	2 13 6	0 14 6
Derby....	1 17 6	1 6 6	17 9 1
Leicester....	2 4 6	1 2 0	0 10 0
Sheffield....	2 1 0	1 0 0	0 10 0
Liverpool....	7 6 0	4 0 0	13 6 0
Manchester....	1 20 0	1 3 6	17 0 0
Hull....	1 20 0	0 16 0	11 0 0
Leeds....	2 2 3	1 1 6	21 3 3

ON SUNDAYS—From Newcastle to York, at 2 mail, and 10 48 p.m. From York to Newcastle at 7 and 7 40 p.m.

First &amp; 2nd class carriages are attached to all the trains, &amp; 3rd class to Nos. 1, 3, &amp; 5 up, and 1, 3, 4, &amp; 5 down trains. Time is allowed at York for refreshment.

The No. 2 up train meets a Coach at Eekington for Lincoln, Newark, Worksop, Boston, and Sleaford. Nos. 1, 2, 4 and 6 up trains are in connexion with trains from Birmingham to Cheltenham, Gloucester, Bristol, and the West of England.

DARLINGTON. Trains to and from Bishop Auckland, Sunderland, Hartlepool and Stockton-on-Tees, meet the arrival and departure of the trains at Darlington.

The Nonpareil coach leaves Darlington for Barnard Castle every morning on the arrival of the down Mail train; &amp; returns in time for No. 5 up train.

A Mail coach leaves Darlington every morning on the arrival of No. 2 down Mail train, by Barnard Castle, Brough, Appleby, and Temple Sowerby to Penrith arriving at 6 p.m. It returns from Penrith at 7 3 a.m., and arrives in Darlington to meet No. 4 up Mail train.

COWTON. A Mail coach leaves Cowton for Richmond on the arrivals of Nos. 2 down and 4 up mail trains; and leaves Richmond at 2 30 and 7 40 to meet Nos. 4 up and 7 down mail trains.

NORTHALLERTON. A Mail coach leaves Northallerton daily, on the arrival of No. 2 down mail train, for Bedale, Leyburn, Hawes, and Sadburgh, arriving at Kendal at 7 30 p.m.; and leaves Kendal at 6 a.m., to meet No. 4 up mail train.

THIRSK. A coach leaves Ripon at 7 a.m. to meet Nos. 2 down and 4 up trains; returning on the arrival of Nos. 4 up and 5 down trains.

A Mail coach leaves Thirsk on the arrival of No. 2 down Mail Train, for Tontine, Stokesley, and Guisborough. It leaves Guisborough at 11 1/2 a.m., arriving at Thirsk at 4 p.m.



## NEWCASTLE AND DARLINGTON.

Up Trains.		1	2	3	4	5	6	7	Down Trains.		1	2	3	4	5	6	7
	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		a.m.	p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
Carlisle	..	5 0	..	10 15	..	2 0	5 30	..	London	..	9 0	..	..	6 15	9 0	10 0	..
Newcastle	5 45	9 0	10 30	2 0	4 0	6 0	10 50	..	York	5 0	7 0	9 30	1 45	4 50	5 50	7 40	..
Sunderland	5 45	9 0	10 0	2 0	4 0	6 0	..	..	Darlington	7 30	9 0	11 30	3 45	6 50	7 25	9 40	..
Shields	5 45	9 0	10 0	2 0	4 0	6 0	..	..	Aycliffe	7 45	..	11 43	3 58	6 53	..	..	..
Brockley Whins, arrvl. at	6 5	9 15	10 48	2 18	4 18	6 18	..	..	Bradbury	7 58	..	11 55	..	7 0	..	..	..
Boldon	..	..	10 51	..	4 21	6 21	..	..	Ferry Hill	8 7	9 36	12 54	19	7 10	8 0	..	
Washington	..	..	10 58	..	4 28	6 28	..	..	Shincliffe	8 19	..	12 18	..	7 22	..	..	..
Pensher	..	..	11 2	..	4 32	6 32	..	..	Sherburn	8 24	..	12 23	4 36	..	..	..	..
Fence Houses	6 22	9 33	11 7	2 37	4 37	6 37	..	..	Belmont	8 30	10 0	12 30	4 40	7 32	8 20	10 40	..
Leamside	6 30	..	11 15	..	4 45	6 45	..	..	Durham departure..	8 20	9 40	12 25	4 35	7 25	8 15	10 25	..
Belmont	6 35	9 45	11 20	2 50	4 50	6 50	11 35	..	Arrival ..	8 35	10 51	12 40	5 0	7 40	8 30	10 50	..
Durham departure ..	6 30	9 40	11 15	2 45	4 35	6 45	..	..	Leamside	8 36	..	12 31	4 4	7 36	..	..	..
Arrival ..	6 50	10 5	11 35	3 5	5 0	7 5	..	..	Fence Houses	8 48	10 10	12 40	4 56	7 40	8 30	10 50	..
Sherburn	6 41	..	11 26	..	4 56	6 56	..	..	Pensher	8 48	..	12 44	4 54	7 44	..	..	..
Shincliffe	6 46	..	11 32	..	5 2	7 1	..	..	Washington	8 54	..	12 50	5 0	7 50	..	..	..
Ferry Hill	6 57	10 2	11 44	3 14	5 13	7 12	..	..	Boldon	9 5	..	1 0	..	8 0	..	..	..
Bradbury	7 5	..	11 53	3 23	5 21	7 20	..	..	Brockley Whins	9 10	10 30	1 55	14	8 5	9 5	11 10	..
Aycliffe	7 17	..	12 7	..	5 33	7 32	a.m.	..	Newcastle, arrive at	9 30	10 30	1 30	5 40	8 30	9 15	11 30	..
Darlington	7 30	10 30	12 20	3 55	6 0	8 0	12 48	..	Sunderland	9 50	10 30	1 30	5 45	8 30	9 30	..	..
York	9 30	12 21	2 30	5 55	..	10 15	2 48	..	Shields	9 30	10 30	1 30	5 45	8 30	9 30	..	..
London	8 0	3 45	..	5 0	..	..	1 0	..	Carlisle	2 10	2 10	5 30	9 30	12 0	12 0	..	..

On Sundays, from Newcastle to Durham and Darlington at 2 p.m.; to Darlington only at 10 50 p.m.; to Durham only at 8 30 a.m. & 7 p.m. From Sunderland and Shields to Durham & Darlington, at 2 p.m.; at 8 30 a.m., and 7 p.m.; to Durham only. From Darlington to Durham and Newcastle, at 9 a.m. and 9 40 p.m. A train also leaves Belmont at 8 3 a.m. and 6 33 p.m.; and Durham at 8 a.m. and 6 30 p.m. for Newcastle, Sunderland and Shields.

## STOCKTON, HARTLEPOOL, SUNDERLAND, &amp;c.

Darlington to Stockton, 9 and 11½ a.m.; 3 45 mail, and 6 50 p.m.  
Stockton to Seaton and Hartlepool, 7 20 & 10 50 a.m. mail; 12 40, 2½ and 5 p.m.

Hartlepool to Sunderland, 8 20 & 10½ a.m.; 3 10 & 6 15 p.m.  
Sunderland to Shields and Carlisle, 10 50 a.m.; 1 30, 5 40, and 8 30 p.m.

SUNDAYS—Stockton to Seaton and Hartlepool, 9 a.m.; 1½ p.m.

\* On the arrival of this Train at Stockton a four-horse Coach leaves for White & Scarbro', and one from those towns arrives at Stockton in time for the 3 30 p.m. train to Hartlepool, Sunderland, &c.

On the arrival of all the Trains from Hartlepool at the Billingham station, a Coach leaves for Port Clarence and Middlesbro'.

Sunderland to Durham and Shincliffe—8 40, and 11 20 a.m., 2 40 and 6 p.m. Durham to Sunderland, 7 20, and 10 45 a.m., 3 5, and 5 45 p.m. Durham to Hartlepool, 7 20 & 10 45 a.m., & 3 5 p.m. Hartlepool to Durham, 8 a.m., & 2 & 4 p.m. waiting

Fares.—Sunderland to Hartlepool..... 1st Class... 2s. 9d. 2nd Class... 2s. 3d. 3rd Class... 1s. 6d. [one hour  
" Durham..... 1½ 6d. .... 1s. 3d. ....  
" Darlington..... 7s. 0d. .... 5s. 6d. .... 4s. 6d.

Miles	Up Trains.	Sundays							Miles	Down Trs.	Sundays						
		1	2	3	4	5	6	7			1	2	3	4	5	6	7 8
	Departure.	a.m.	a.m.	a.m.	p.m.	p.m.	a.m.	p.m.		Departure.	p.m.	a.m.	a.m.	a.m.	a.m.	p.m.	a.m.
	Hull	6 20	8 30	11 0	1 40	4 55	6 45	4 55		London	9 0	..	..	..	6 0	9 30	9 0 8 0
4½	Hessle	6 33	8 43	11 13	1 53	5 8	6 58	5 8		Birmingham	12 20	..	..	7 0	10 30	1 30	12 20 8 30
7½	Ferriby	6 41	8 51	11 21	2 1	5 16	7 6	5 16		Derby	2 53	..	6 0	9 20	12 30	3 45	2 53 3 45
10½	Brough	6 50	9 0	11 32	2 10	5 25	7 15	5 25		Ambergate arr	..	..	6 28	9 45	12 53	4 8	.. 4 8
16½	Staddethorpe	7 4	9 14	11 46	2 24	5 39	7 29	5 39		Sheffield	3 45	6 0	7 30	10 40	1 40	4 55	3 45 4 55
19	Eastrington	7 12	9 22	..	2 32	..	7 37	5 47		Swinton	..	6 30	8 11	20	2 23	5 34	.. 5 34
22	Howden	7 23	9 33	12 5	2 43	5 58	7 48	5 58		Oakenshaw	5 1	7 18	8 49	12 0	3 5	6 10	5 1 6 10
27½	Cliff	7 35	9 45	..	3 0	..	8 0	6 10		Liverpool	..	..	..	8 45	..	2 0	..
31	Selby	7 50	10 5	12 30	3 10	6 25	8 10	6 25		Manchester	..	..	6 45	10 50	..	3 30	.. 10 50
55	Leeds (arrival)	9 15	11 25	2 0	4 45	8 5	9 30	8 5		Elland	..	6 9	8 20	12 13	..	5 21	.. 12 13
51	York do.	9 10	11 30	1 30	5 0	8 0	9 15	7 40		Wakefield	..	7 6	9 17	12 53	..	6 12	.. 12 53
—	Newcastle	1 30	..	5 40	9 15	11 30	..	11 30		Normanton	5 14	7 15	9 27	1 18	3 20	6 26	5 14 6 26
43	Normanton	9 24	11 6	1 30	4 55	7 40	11 6	7 41		Newcastle	..	..	5 45	9 0	10 30	2 0	.. 2 0
51	Wakefield	9 36	11 22	1 45	5 5	7 55	11 22	7 59		York	..	7 40	10 0	1 25	3 35	6 35	.. 6 35
98	Manchester	12 0	1 30	4 30	8 0	10 0	1 30	10 45		Leeds	5 10	7 50	10 0	1 15	3 30	6 25	5 10 6 55
130	Liverpool	1 30	3 15	6 15	9 35	..	7 15	..		Selby	6 25	8 40	11 15	2 30	4 45	7 40	6 25 7 40
66	Swinton	..	11 45	2 10	5 25	8 19	..	p. m.		3 Cliff	..	8 49	11 27	2 40	..	7 49	6 34 7 49
76	Sheffield (arr.)	..	12 30	2 45	6 10	9 0	5 10	9 0		8½ Howden	6 48	9 21	11 47	3 0	5 7	8 2	6 48 8 2
100½	Ambergate	..	1 17	3 35	7 14	..	..	..		11½ Eastington	..	9 11	11 58	3 10	..	8 11	6 50 8 11
111	Derby	..	1 50	4 15	7 50	10 18	6 50	10 18		14 Staddethorpe	7 6	9 19	12 8	3 18	5 24	8 19	7 6 8 19
126	Nottingham	..	..	6 35	9 25	..	7 45	8 45		20½ Brough	7 21	9 25	12 28	3 34	5 40	8 35	7 21 8 35
141	Leicester (arr.)	..	3 20	5 50	9 45	12 15	..	12 15		23½ Ferriby	7 31	9 43	12 36	3 42	5 48	8 44	7 31 8 44
152	Birmingham	..	4 0	6 25	..	12 35	..	12 35		26½ Hessle	7 39	9 51	12 50	3 50	5 56	8 55	7 39 8 55
243	London	..	8 0	9 45	..	4 45	..	4 45		31 Hull	8 5	10 15	1 10	4 10	6 20	9 15	8 5 9 15

## Fares. 1 Cls. 2Cls. 3dCls

	s d	s d	s d
Hull to Selby..	5 0	4 0	2 6
" York....	9 0	7 0	5 0
" Darlington 22 0	16 0	11 0	—
" Leeds ..10 0	8 0	5 6	—
" Sheffield 17 6	13 6	—	—
" Normanton 10 0	8 0	5 6	—
" Derby ..27 6	29 6	—	—
" Manchester 25 0	17 6	12 6	—
" Birmingham 38 6	28 6	—	—
" London..62 6	44 0	—	—
Do. night mail 65 0	47 6	—	—
Hull to L.pool*32 0	22 6	—	—

\* The Liverpool fares include the Omnibus fare.

UP TRAINS.—Nos. 5 and 7 are Mail trains. DOWN TRAINS.—Nos. 1 & 7 are Mail trains.

\* Cheap trains to and from Sheffield and Masbro'.

Passengers for the market will be brought to Hull by a special train leaving Selby every Tuesday at 7 25 a.m., calling at all the stations, and also at Wenpel Bridge, Bromfuit, and Crabley Creek, returning from Hull at 3 30 p.m. to Selby, and the stations.

On Mondays, Wednesdays, and Thursdays, passengers will be conveyed to Hessle, Ferriby, and Brough, by the trains leaving Hull at 10 30 a.m., 1 25 & 4 55 p.m., returning free the same day.

On the arrival of the Mail train from London, the Mail Coach will depart from Hull for Scarbro' and Whitby, through Beverley, Driffield, Bridlington, Hummanby and Filey, returning in time for the Mail train at 4 55 p.m.

An omnibus leaves Goole at 6 a.m. to meet the Nos. 1 up and down trains, and returns to Goole on the arrival of No. 2 down train. At 10 30 a.m. to meet No. 2 up and No. 3 down trains; and at 1 30 p.m. to meet the No. 4 down and No. 3 up trains, returning to Goole immediately in both cases. At 4 45 p.m. to meet the No. 3 up and No. 5 down trains, returning to Goole on the arrival of the No. 5 down train. N.B. The Fare includes the Ferry,

The Boston mail from New Holland every morning at 7 o'clock, through Caistor, Market Rasen, and Horncastle, to Lynn, Norwich, and Yarmouth, returning in time for the 4 55 p.m. train. The mail to Lincoln, Peterboro', &c., at 11 a.m., and the Express to Lincoln at 5 p.m.



M1 STATIONS.	Manchester to Leeds.										Sundays.			
	1	2	3	4	5	6	7	8	9	10	1	2	3	4
Depart from	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.
<b>Hunt's Bnk</b>	6 45	..	9 0	10 50	1 30	3 30	4 45	6 0	7 45	8 0	10 50	1 30	7 30	
1 Miles Platting J.	6 48	..	9 3	..	1 33	..	..	..	7 47	8 3	10 53	1 33	7 32	
5 Middleton	7 2	..	9 20	..	1 50	3 45	5 0	6 15	8 4	8 20	11 5	1 50	7 49	
9 Blue Pitts ....	7 14	..	9 30	11 15	2 4	4 8	5 15	6 30	8 16	8 38	11 15	2 4	8 1	
11 Rochdale ....	7 20	..	9 37	11 22	2 12	4 18	5 22	6 38	8 23	8 48	11 22	2 12	8 8	
14 Littleborough..	7 28	..	9 45	..	2 22	4 26	..	..	8 33	8 56	..	2 22	8 18	
20 Todmorden	7 47	..	10 10	11 42	2 40	4 42	5 42	7 0	8 53	9 13	11 42	2 40	8 38	
21 Eastwood ....	..	..	10 14	..	2 44	..	..	..	..	9 17	..	2 44	..	
24 Hebden Bridge	8 0	9 30	10 26	..	2 56	4 58	5 55	7 15	9 6	9 33	..	2 56	8 51	
26 Luddenden foot	8 7	9 36	10 30	..	3 5	5 4	..	..	9 12	9 39	..	3 5	8 57	
28 Sowerby Bridge	6 08	12 9 44	10 39	12 8	3 11	5 12	6 8	7 29	9 16	9 47	12 8	3 12	9 1	
28 <b>Halifax</b> ....	6 08	0 9 44	10 39	12 0	3 11	5 12	6 8	7 26	9 15	9 47	12 0	..	8 53	
31 <b>Elland</b> .....	6 19	8 20	9 54	10 50	12 13	2 15	2 16	13 7	35	9 24	9 57	12 13	..	9 9
34 <b>Brighouse</b>	6 19	8 35	10 6	11 2	12 13	3 34	5 29	6 21	7 43	9 36	10 5	12 21	..	9 21
36 <b>Cooper Bdg</b>	6 30	8 44	10 16	11 15	12 36	3 42	5 37	6 30	7 52	9 44	10 12	12 30	..	9 29
41 Dewsbury .....	6 42	8 56	10 27	11 25	..	3 52	5 47	6 40	8 2	9 55	10 25	..	9 40	
44 Horbury .....	6 54	9 6	10 39	11 30	..	4 1	..	..	..	10 7	10 36	..	9 52	
48 <b>Wakefield</b> ..	7 6	9 17	10 50	11 50	12 53	4 10	6 12	6 53	8 15	10 19	10 50	12 53	..	10 4
51 <b>Normanton</b>	7 15	9 27	11 4	12 10	1 18	4 20	6 20	7 10	8 30	10 34	11 8	1 18	..	10 23
60 <b>Leeds arrival</b>	7 40	9 50	11 25	12 50	1 38	4 45	6 45	7 30	9 0	11 0	11 30	1 38	..	10 45

**Fares.**—Gentlemen's 4-wheeled carriages, 6d. per mile. Parties riding in their own carriage, 2d. per mile; Servants riding outside, and children wagon fare.

### An extra train from Halifax to Leeds on Sundays, at 5 p.m., calling at all the Stations.

Passengers proceeding by the 10 50 a.m. Mail train on Sundays, will have to wait two hours at Normanton, for places south of that station, and until 6 p.m. for Hull and Selby.

A train will depart every week day morning from the Oldham station at 6 50 a.m. to meet the second train from Manchester at Middleton station for London, Derby, York, and Hull.

Lockwood's coach meets the 6 45 a.m. Manchester train at Wakefield for Doncaster; to which place passengers may be booked through at Manchester, in second class carriage and outside road coach, for 9s. [Newcastle.

No. 1 meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Birmingham, London, York, Selby, Hull, Darlington & No. 2 to Burnley and Blackburn; meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Doncaster, Birmingham, Nottingham, Leicester, London, York, Selby, Hull, Darlington, and Newcastle. [and Newcastle.

No. 4 meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Birmingham, Nottingham, Leicester, London, York, Selby, Hull, Darlington, and Newcastle. No. 5 (Mail) meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Mansfield, Derby, Birmingham, Nottingham, Leicester, Nottingham, Derby, York, and Newcastle.—No. 7 meets trns. at Normanton for York, Selby, Hull, Newcastle, and Darlington.

No. 8 to Burnley and Colne; meets the London Mail at Normanton for Sheffield, Barnsley, Chesterfield, Swinton, Derby, Birmingham, Leicester, & London.

**SUNDAYS.**—No. 2 (Mail) to Burnley, meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Birmingham, Selby, Hull, and London.

(\*) Very superior accommodation is afforded at the Normanton Hotel for those Passengers or Families wishing to go to London, York, Hull, Newcastle, &c. by the earliest trains. The 8th & 9th trains from Manchester, by remaining all night at Normanton, are peculiarly adapted for this purpose.

Passengers may be booked through to London, via Hull, on Mondays, Tuesdays, Wednesdays, Fridays & Saturdays, by the train leaving Manchester at 6 45 a.m., and at all the railway and coach offices in connexion with the line by the above train, at the following fares, which include the Omnibus or Coach fare to the Company's sta.—2nd cl. car. & best cabin, £1 2s 6d.; 3rd cl. car. & best cabin, 19s. 6d.; 3rd cl. car. & fore cabin, 13s. 6d. and on and after the 11th October, by the train leaving Manchester at 3 p.m.

Passengers may be booked through to Edinburgh, via Hull, at Manchester, Oldham, Heywood, and Rochdale, on Wednesdays, by the train which leaves Manchester at 6 45 a.m. on that day, at the following very reduced fares, which include the omnibus or coach fare to the Company's station:—2nd cl. car. and best cabin, £1 5s.; 3rd ditto & best cabin £1; 3rd ditto and Steerage, 13s.

Offices	STATIONS.	Leeds to Manchester.										Sundays.			
		1	2	3	4	5	6	7	8	9	10	1	2	4	
	Depart from	a.m.	..	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	
	Leeds .....	5 40	..	7 30	9 0	10 40	..	1 04	30	6 10	7 15	7 0	10 40	7 15	Children under seven years of age in 1st class carriages, charged 2nd class fare; and in 2nd class, waggon fare; and in waggon, without any deduction. Infants in the arms not charged.
9	Normanton ..	6 0	..	7 54	9 24	11 6	..	1 30	4 55	6 30	7 40	7 26	11 6	7 41	An additional Train from Halifax at 7 p.m. on Sundays.
13	Wakefield ..	6 8	..	8 6	9 36	11 22	..	1 45	5 6	42	7 55	7 44	11 22	7 59	OMNIBUSES LEAVE BRADFORD FOR BRIGHOUSE, on week days at 7 40, 9 10, and 11 a.m.; 1 35, 4 30, and 7 30 p.m.—On SUNDAYS at 7 40, 11 a.m., and 7 30 p.m.
17	Horbury .....	..	..	8 17	9 50	..	..	2 05	19	6 54	..	7 59	..	8 14	
20	Dewsbury .....	6 25	..	8 28	10 0	..	..	2 9	5 26	7 48	9	8 11	..	8 26	
24	Cooper Edge ..	6 40	..	8 42	10 10	11 46	..	2 24	35	7 16	8 18	8 26	11 46	8 41	
26	Brighouse .....	6 50	..	8 52	10 18	11 57	..	2 34	5 45	7 26	8 28	8 36	11 57	8 51	
29	Elland .....	7 0	8 9	9 30	10 28	12 9	..	2 45	6 0	7 34	8 35	8 47	12 9	9 2	
	Halifax .....	6 51	8 0	8 54	10 19	12 0	..	2 36	5 50	7 25	8 26	8 38	..	8 53	
32	Sowerby Bridge	7 9	8 15	9 15	10 38	12 16	..	2 51	6 5	7 42	8 45	8 57	12 16	9 12	
34	Luddenden Foot	..	8 20	9 23	..	..	..	3 06	15	7 50	..	9 4	..	9 19	
37	Hebden Bridge..	7 18	8 28	9 30	10 50	12 32	..	3 11	6 32	8 28	9 59	9 12	12 32	9 27	Mallinsons and Co.'s coaches at Brighouse, for Bradford, meets the 2d, 4th, 5th, 6th, 7th, 8th, & 10th week days; and 1st, 2nd, and 3rd Sunday down trains.
40	Eastwood .....	..	8 39	9 41	..	..	..	..	..	..	..	9 26	..	9 41	
41	Todmorden .....	7 38	8 45	9 51	11 6	12 48	2 0	3 27	6 50	8 22	9 15	9 32	12 48	9 47	
47	Littleborough ..	7 54	9 5	10 14	..	..	2 18	3 45	7 13	8 36	..	9 48	..	10 3	
50	Rochdale .....	8 3	9 15	10 25	11 30	1 8	2 30	3 57	7 22	8 42	9 37	9 58	1 8	10 13	
52	Blue Pits .....	8 10	9 22	10 35	11 38	..	2 38	4 57	34	..	..	10 6	..	10 21	
55	Middleton .....	8 20	9 30	10 45	11 48	1 18	2 50	4 15	7 45	8 58	..	10 20	1 18	10 35	
59	Miles Platting Jun	8 28	9 43	10 58	11 58	1 28	2 58	4 28	7 58	9 8	9 58	10 32	1 28	10 43	The 1st and 6th Down Trains are the only ones by which wagon passengers can be booked to places south of Normanton.
60	Manchester .....	8 30	9 45	11 0	12 0	1 30	3 0	4 30	8 0	9 10	10 0	10 35	1 30	10 45	

The 5 40 a.m. train from Leeds will stop at Eastwood on Tuesday mornings only.

**OLDHAM BRANCH.**—From Manchester at 7 30, 8 30, 9 30, 10 45 a.m., 1 24, 45, 4, 5 30, 6 30, and 8 p.m.

From Oldham at 8, 9, 10, and 11 30 a.m., 1 30, 3 30, 4 30, 6, 7, 10, and 8 30 p.m.

**On Sundays,** from Manchester at 7 40 and 10 a.m., 1 6 4 and 8 15 p.m. From Oldham at 8 10 and 10 45 a.m., 1 30, 7 and 8 45 p.m.

**FARES** from Oldham to Manchester, Heywood, Rochdale. First class carriages, 1s. 6d.; second, 1s.; and waggon, 6d.

Passengers can book through from London by the 6 and 9 4 a.m. and 9 p.m. mail train, *via* Derby to Rochdale; to the other stations on the Manchester and Leeds Railway, they must book for Derby.

No. 1 to Oldham, Liverpool, Bolton, Burnley, Blackburn, Preston, & Lancaster, meeting Mail trains at Normanton, from London, Birmingham, Gloucester, Derby, Chesterfield, & Sheffield. No. 3 to York, Oldham, Liverpool, Bolton, Preston, Lancaster, & Chester.

No. 4 to Bolton and Liverpool, meeting trains from York, Hull, Selby, Derby, Sheffield, and Chesterfield.

No. 5 (Mail) to Oldham, Liverpool, Bolton, Preston, Fleetwood, Blackpool, Southport, & Lancaster, meeting trains from Newcastle, York, Darlington, and Hull.

No. 6 to Oldham, meeting trains to Birmingham, Chester, & Liverpool. No. 7 to Oldham, Liverpool, Bolton, & Preston, meeting trs. from Nottingham, Birmingham, Leicester, Derby, Chesterfield, Sheffield, Hull, Selby, York, and Darlington. No. 8 to Burnley, Oldham, and Liverpool meeting trains from London, Leicester, Nottingham, Birmingham, Derby, Chesterfield, Sheffield, Barnsley, York, Hull, Selby, & Darlington.

No. 9 meeting trains from London, Leicester, Nottingham, Birmingham, Derby, Chesterfield, and Sheffield.

No. 10 mail, meeting trains from Derby, Chesterfield, Sheffield, York, Selby, Darlington, Newcastle, and Hull.

**SUNDAYS.**—No. 1 to Oldham, meeting trains from York.

No. 2 (Mail) meeting trains from York, Hull, Derby, and Sheffield.

No. 4 meeting trains from Derby, Chesterfield, Sheffield, Hull, York, Darlington, and Edinburgh.

The **VICTORIA REFRESHMENT ROOMS**, by VAKTIN and MORLEY, are now open, where Breakfasts, Luncheons, Dinners, Soup, Tea, and Coffee, are always ready, which, with their Wines, Spirits, and Malt Liquors, &c., of the best description, may be had at most moderate charges.



**Liverpool to Manchester Manchester to Liverpool**

First Class		Second Class		VICTORIA STATION.	
		7 0 a.m.		First Class	Second Class
8 45 a.m.	.....	9 45 "		7 15 a.m.	
12 0 noon	.....	11 0 "		9 0 a.m.	..... 10 0 "
2 0 p.m.	.....	2 30 p.m.		12 15 noon	..... *11 15 "
4 0 "	.....	5 30 "		2 0 p.m.	..... 2 45 p.m.
7 45 "	.....	*7 45 mix.		5 0 "	..... 5 30 "
				8 20 "	..... *8 20 mix.

\* Stopping at Huyton Gate, Rainhill, St. Helens Junction, Newton, Parkside, Kenyon Junction, Bury-Lane, and Patricroft.

**On Sundays.**

First Class	Second Class mix.	First Class	Second Class mix.
	7 30 a.m.		7 30 a.m.
40 p.m.	5 30 p.m.	5 0 p.m.	5 30 p.m.
7 45 "	7 45 "	8 20 "	8 20 "
Stopping as on other days. }		stopping as on other days. }	

**Fares.**

By first class carriage, four inside, royal mail .... 7s. 6d.  
 ,, ditto six inside, glass coach..... 7s. 0d.  
 ,, second class carriage ..... 5s. 0d.

Passengers by the first class trains may take a ticket entitling them to be conveyed to Liverpool or Manchester and back the same day for 12s., Mails 6d. additional each way.

Children under 12 years, half price; in the arms, under 4 years, free.

Horses: For one horse 14s.; two horses 20s.; three horses 24s.

**From Warrington to Manchester.**

3 mail, 7 40 & 9 59 a.m., 2 6 & 5 8 p.m. mails;—on Sundays, 4 mail, & 8 a.m., 2 16 & 5 8 p.m. mails.

**From Manchester to Warrington.**

4 mail, 7 $\frac{1}{2}$  and 11 $\frac{1}{2}$  a.m. mail, 2 $\frac{1}{2}$  5 & 8 $\frac{1}{2}$  p.m. mail; Sundays 4 mail, 7 $\frac{1}{2}$  and 11 $\frac{1}{2}$  a.m. mail, and 8 $\frac{1}{2}$  p.m. mail.

**To Fleetwood, Poulton (for Blackpool), & Lytham.**

FROM LIVERPOOL.		FROM MANCHESTER.	
8 45 a.m.	..... Mixed	9 0 a.m.	..... Mixed
2 30 p.m.	..... Do.	2 45 p.m.	..... Do.
4 40 "	..... Do.	5 0 "	..... Do.

FARES from Liverpool or Manchester to Fleetwood, 11s. 6d. & 8s.

" " " Poulton 10s. 6d. & 7s. 3d.  
 " " " Lytham, 10s. 6d. & 7s. 6d.

**To Lancaster.**

FROM LIVERPOOL.		FROM MANCHESTER.	
8 45 a.m.	..... Mixed	9 0 a.m.	..... Mixed
12 0 noon	..... First Class	12 15 "	..... First Class
2 30 p.m.	..... 2nd Class	2 45 p.m.	..... 2nd Class
4 40 "	..... Mixed	5 0 "	..... Mixed
7 45 "	..... ditto.	8 20 "	..... ditto.

FARES from Liverpool 13s.—8s. 6d. From Manchester, 13s.—8s. 6d.

**To Bolton.**

FROM LIVERPOOL.		FROM MANCHESTER.	
7 0 a.m.	..... Mixed	7 15 a.m.	..... Mixed
8 45 "	..... First Class	9 0 "	..... First Class
11 0 "	..... Mixed	11 15 "	..... Mixed
2 30 p.m.	..... Do.	2 45 "	..... Ditto
5 30 "	..... Do.	5 30 "	..... Ditto

**ON SUNDAYS.**

7 30 a.m.	..... Mixed.	7 30 a.m.	..... Mixed.
5 30 p.m.	..... Do.	5 30 p.m.	..... Do.

FARES from Liverpool, inside 5s. 6d., outside 4s.; and from Manchester 2s. 6d. and 2s.

**To Preston and Wigan.—See North Union Table.****To St. Helens.**

FROM LIVERPOOL.		FROM MANCHESTER.	
7 0 a.m.	..... 2nd Class	7 15 a.m.	..... 2nd Class
9 45 "	..... Do.	10 0 "	..... Do.
11 0 "	..... Do.	11 15 "	..... Do.
2 0 p.m.	..... 1st Class.	2 0 p.m.	..... 1st Class
5 30 "	..... 2nd Class	2 45 "	..... 2nd Class
7 45 "	..... Do.	5 30 "	..... Do.

**ON SUNDAYS.**

7 30 a.m.	.. 2nd Class Mixed.	7 30 a.m.	.. 2nd Class Mixed.
5 0 and 7 45 p.m.	Do.	5 30 p.m.	Do.

FARES from Liverpool, inside 2s. 6d.; outside 2s., and from Manchester 4s. and 3s.

**Southport.**—Passengers and Parcels may be booked through to Southport at the Company's Offices, Market-street and Victoria Station, Manchester, by the 2 p.m. train daily (Sundays excepted) also by the 11 15 p.m. train, during the Summer months.

**Fares.**—From Manchester to Southport, Inside 10s. Outside 7s.

## BIRMINGHAM AND GLOUCESTER—53 Miles in length

Miles	DOWN TRAINS.	BIRMINGHAM TO GLOUCESTER.								Fares.			
		1 mail	2	3	4	5	6	7	8	1 Cls.	2 Cls.	3 Cls.	
	Depart from	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	s. d.	s. d.	s. d.	
	<b>Birmingham</b> ...	1 0	6 30	8 40	10 30	11 45	2 45	4 30	7 0	1	6	1	0 0 6
6	Lifford, arrival at...	..	7 10	8 55	10 52	..	..	4 35	7 25	3	0	2	0 1 0
11	Barnt Green, do...	..	7 25	9 5	11 4	12 8	..	4 45	7 35	3	0	2	0 1 0
13	Blackwell, do...	..	7 35	9 10	11 14	12 18	3 20	4 55	7 50	3	6	2	0 1 0
15	Bromsgrove, do...	1 45	7 45	9 20	11 24	12 28	3 30	5	8 0	3	6	2	0 1 0
17	Stoke Works, do...	..	7 52	9 24	11 28	12 33	..	5 9	8 6	4	6	3	0 2 0
20	Droitwich, do...	1 59	8 0	9 30	11 35	12 40	3 44	5 15	8 16	5	6	4	0 2 0
26	Spetchley, do...	2 17	8 25	9 50	11 54	12 56	4 0	5 28	8 40	7	0	4	6 2 6
4	Wor'ster, arrival...	2 47	9 0	10 20	12 29	1 30	4 35	6 3	9 10	7	0	4	6 2 6
	Wor'ster, depart...	1 41	7 45	9 10	11 14	12 15	3 20	4 48	8 0	7	0	4	6 3 0
29	Wadborough...	..	8 36	9 58	..	..	..	8 50	..	8	6	5	6 3 6
33	Defford, arrival at...	..	8 55	10 7	12 19	1 18	4 20	5 53	9 5	9	0	6	0 3 6
34	Eckington, do...	..	9 2	10 12	12 24	..	..	5 58	9 10	10	0	7	0 4 6
37	Bredon do...	..	9 15	10 20	12 34	..	4 30	6 8	9 25	10	6	7	0 4 6
39	Ashchurch, do...	2 54	9 25	10 27	12 44	1 36	4 38	6 17	9 34	10	0	7	0 4 6
	Tewksbury, arrival...	3 9	9 35	10 35	12 54	1 46	4 48	6 30	9 46	10	6	7	0 4 6
	Tewksbury, depart...	2 34	9 18	10 20	12 36	1 29	4 31	6 11	9 28	12	0	9	0 5 0
46	<b>Cheltenham</b> ...	3 12	9 50	10 48	1 10	1 55	5 0	6 40	10 6	14	0	10	6 5 6
53	<b>Gloucester</b> ...	3 30	10 15	11 15	1 30	2 10	5 20	7 0	10 30				

Miles	UP TRAINS.	GLOUCESTER TO BIRMINGHAM.								Fares.			
		1 mail	2	3	4	5	6	7	8	1 Cls.	2 Cls.	3 Cls.	
	Depart from	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	s. d.	s. d.	s. d.	
	<b>Gloucester</b> ...	5 15	7 45	10 20	1 0	2 30	5 45	7 0	8 50	1	6	1	0 0 6
	Cheltenham...	5 32	8 0	10 37	1 17	2 47	6 5	7 17	9 10	3	0	2	0 1 0
7	Ashchurch...	5 50	8 17	10 54	1 34	3 5	6 30	7 35	9 26	3	0	2	0 1 0
14	Tewksbury, arrival...	6 0	8 27	11 4	4 44	3 15	6 40	7 45	9 36	4	0	3	0 1 6
	Tewkesbury, depart...	5 43	8 10	10 47	1 28	2 57	6 18	7 25	9 18	5	0	3	0 2 0
	Bredon, arrival at...	5 55	8 22	..	..	3 10	6 38	7 40	..	5	0	3	0 2 0
16	Eckington, do...	6 3	8 28	..	1 45	3 19	6 50	7 49	..	6	0	4	0 2 6
19	Defford, do...	6 8	8 33	11 10	1 50	3 24	6 57	7 54	..	6	0	4	0 2 6
20	Wadborough...	6 20	8 43	..	..	..	7 15	..	..	7	6	5	0 3 6
24	Spetchley, do...	6 40	8 55	11 30	2 10	3 50	7 30	8 20	10 6	8	0	6	0 3 6
27	Wor'ster, arrival...	7 15	9 30	12 52	4 45	4 25	8 5	8 55	10 36	9	0	6	0 3 6
4	Wor'ster, depart...	6 0	8 15	10 50	1 30	3 10	8 50	7 40	9 26	9	0	6	0 3 6
6	Droitwich, arrival...	7 3	9 10	11 45	2 30	4 10	7 50	8 40	10 23	10	0	7	0 4 6
33	Stoke Works, do...	7 20	9 18	..	2 40	4 22	8 1	8 52	..	10	6	7	0 4 6
36	Bromsgrove, do...	7 30	9 25	12 02	4 46	4 30	8 9	8 0	10 35	12	0	8	0 5 0
38	Blackwell, do...	7 45	9 40	12 12	5 8	4 42	8 22	9 12	..	12	0	8	0 5 0
40	Barnt Green, do...	7 50	9 45	12 17	..	4 47	8 27	9 17	..	12	0	8	0 5 0
42	Lifford, do...	8 20	10 0	..	..	5 2	8 45	9 32	..	14	0	10	6 5 6
47	<b>Birmingham</b>	9 0	10 30	1 0	3 40	5 30	9 10	10 0	11 20				

Nos. 1, 3, 4, 5, 6, & 7 down and 2, 3, 4, 5, 7, & 8 up trains are 1st and 2nd class; 2 & 8 down and 1 & 6 up trains are 1st, 2nd, & 3rd class.

## FROM LONDON.

By the trains leaving Euston station at 6, 8, 9, 10, and 11 a.m.; 1, 5, and 8½ p.m.

HULL, by trs. leaving at 6 20 & 10½ a.m. YORK, by the trains leaving at 8½ a.m., 12 and 6 25 p.m.

LEEDS, by the trains leaving at 7, and 9½ a.m., 12 40 and 7 9 p.m.

SHEFFIELD, by the trains leaving at 8 10 and 10½ a.m.; 2 10 and 8 20 p.m.

DERBY, BURTON, & TAMWORTH, by the trains leaving Derby at 8 20, and 11 45 a.m. and 4½ p.m.

## TO LONDON.

By the train which leaves Gloucester at 7½ and 10 20 a.m.; 1, 2½, and 8 50 p.m.

TAMWORTH, BURTON, & DERBY, by the trains leaving Gloucester at 7½ & 10 20 a.m., and 1½ & 8 50 p.m.

SHEFFIELD & LEEDS, by the trains leaving Gloucester at 7½ & 10 20 a.m., & 1 p.m. YORK & HULL, by the train leaving Gloucester at 10 20 a.m.

The London Company's trains leave Birmingham for London at 10 a.m., 12 noon, 1½, 2, 4, & 6 p.m., and 12 55 night.

The Grand Junction Company's trains leave Birmingham for Liverpool, at 1 10 & 11½ a.m.; 2½, 4½, and 6½ p.m.; for Manchester, 1½ & 11½ a.m.; 2½, & 4½ p.m.

From Cheltenham to Gloucester, 8½ a.m. 12 noon, 4 & 8 p.m.; from Gloucester to Cheltenham, 8½ & 11½ a.m., 3½ and 7 p.m., calling at Badgworth.

Coaches leave Gloucester for Bath direct, 11½ a.m. and 2½ p.m.; Chepstow, Newport, Cardiff, Swansea, and Cowbridge, at 7½ a.m.; Monmouth, Abergavenny, Caermarthen, and Haverfordwest, every morning at 4½.—Only the Mail trs. run on Sundays.

Day Tickets from Cheltenham to Gloucester, 1st class 2s., 2nd 1s. 6d.



Up Trains.													Down Trains.												
	1	2	3	4	5	6	Fares.							1	2	3	4	5	6	Fares.					
Miles							mail	1st	2nd	3rd			mail						1 cl.	2 cl.	3 cl.				
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		cls.	cls.	cls.			a.m.	a.m.	p.m.	p.m.	p.m.		s	d	s	d	s		
10½	BRISTOL .....	6 0	8 20	11 0	1 40	4 0	7 5	s	d	s	d	d	9	GLOUCESTER ....	4 0	8 0	11 50	2 40	5 50	7 30	2	0	1		
15	Yate .....	6 25	8 46	11 25	2 24	4 26	7 30	2	4	1	6	1	10½	Stonehouse .....	..	8 22	12 10	3 1	6 13	7 50	2	0	1		
17	Wickwar .....	..	9 0	..	2 16	..	7 42	3	4	2	3	1	10½	Freocster .....	..	8 27	12 15	..	6 19	7 55	2	4	1		
22½	Charfield .....	6 41	9 6	11 41	2 23	4 43	7 49	3	4	2	3	1	22½	Dursley and Berkeley ..	..	8 39	12 27	3 17	6 32	8 3	4	2	0		
26½	Dursley and Berkeley ..	6 54	9 20	11 54	2 35	4 57	8 2	5	0	3	3	2	26½	Charfield .....	..	8 53	12 41	3 30	6 46	8 21	4	2	0		
27½	Freocster .....	..	9 33	12 6	..	5 9	8 14	5	1	4	2	2	27½	Wickwar .....	..	8 59	..	3 36	6 53	..	5	0	3		
28½	Stonehouse .....	7 10	9 39	12 10	2 51	5 14	8 20	6	4	4	0	2	28½	Yate .....	..	9 11	12 57	3 47	7 8	8 37	5	10	3		
37½	GLOUCESTER .....	7 30	10 0	12 30	3 10	5 34	8 40	8	0	5	0	3	37½	BRISTOL .....	5 30	9 34	1 20	4 10	7 30	9 0	8	0	5		

Only the mail trains run on Sunday. Third class carriages are at present attached to Nos. 1 and 6 up trains, and to Nos. 3 and 6 down trains. Private Carriages and Horses must be at the station thirty minutes before the time of departure of the trains by which it is intended they should go. Passengers travelling in their own carriages will be carried at 2nd class fares, in addition to the charge for the carriage.

## SHEFFIELD, ASHTON-UNDER-LINE, AND MANCHESTER.

From Manchester to Woodhead.													Fares.				An extra Train from	
Trains leave													TO MANCHESTER				Manchester to Newton at 8 15 p.m., and from Glossop to Newton at 10 5 p.m.	
London-rd.													1 Cl.	2 Cls.	3 Cls.	On Saturdays an extra train leaves Newton for Manchester at 1 p.m., and from Manchester to Woodhead at 2 5 p.m., returning at 3 25 p.m.		
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	s.	d.	s.	d.	Trains marked thus (*) are in connexion with coaches to and from Sheffield.	
Manchr.	..	..	8 0	8 45	9 45	11 0	12 15	1 30	2 45	3 15	4 30	5 45	..	..	..	..	COACHES will leave Sheffield every day (except Sunday) at 7 30, 8 30, & 11 30 a.m., and 3 15 p.m. arriving at Woodhead in time for the 9 25 & 11 25 a.m. 2 25 and 6 25 p.m. trains to Manchester.	
Ardwick ..	..	..	8 3	8 48	9 48	11 3	12 18	1 33	3 4	3 5	3 6	3 7	18	19	..	..	Passengers and Parcels booked for Sheffield at the Company's Office, 107, Market-street, Manchester, by the 8 45 a.m., 1 4, & 6 p.m. trains, arriving in Sheffield in time to meet the trains and conveyances to Derby, Chesterfield, Nottingham, Loughborough, Leicester, &c.	
Gorton ..	..	..	8 7	8 52	..	11 7	12 22	..	3 7	4 7	..	5 12	..	..	..	..	A Coach will leave Sheffield on Sundays at 9 a.m., & 3 15 p.m. trains, arriving at Woodhead in time for the 12 25 & 6 25 p.m. trains to Manchester; and will return from Manchester by the 9 45 a.m. and 2 p.m. trains.—Coach Fares between Sheffield and Manchester, including Railway, Inside, 8s. Outside, 5s.	
Fairfield ..	..	..	8 11	8 57	..	11 11	12 27	1 11	3 14	4 14	..	5 19	..	..	..	..	Omnibus Fares to and from Ashton, 2d. each; Stalybridge, 4d. Swift Boat to Ashton, 1st class, 2d.; 2nd class, 1d.	
Ashton ..	..	..	8 19	9 40	10 11	11 12	12 34	1 19	3 19	4 19	..	5 22	6 27	7 37	9 37	11 41	Trains marked thus (*) are in connexion with coaches to and from Sheffield.	
Dukinfield ..	..	..	8 22	9 7	..	11 22	12 37	1 22	3 22	..	5 22	6 27	7 37	9 37	11 41	10 0	COACHES will leave Sheffield every day (except Sunday) at 7 30, 8 30, & 11 30 a.m., and 3 15 p.m. arriving at Woodhead in time for the 9 25 & 11 25 a.m. 2 25 and 6 25 p.m. trains to Manchester.	
Newton ..	7 0	8 0	8 28	9 13	10 11	11 28	12 43	1 28	3 28	4 28	5 28	6 28	7 43	9 43	11 41	10 0	Passengers and Parcels booked for Sheffield at the Company's Office, 107, Market-street, Manchester, by the 8 45 a.m., 1 4, & 6 p.m. trains, arriving in Sheffield in time to meet the trains and conveyances to Derby, Chesterfield, Nottingham, Loughborough, Leicester, &c.	
Broadbottom ..	7 9	8 9	8 39	9 24	10 16	11 39	12 54	1 39	3 39	4 39	5 39	6 39	7 54	9 54	11 51	10 0	A Coach will leave Sheffield on Sundays at 9 a.m., & 3 15 p.m. trains, arriving at Woodhead in time for the 12 25 & 6 25 p.m. trains to Manchester; and will return from Manchester by the 9 45 a.m. and 2 p.m. trains.—Coach Fares between Sheffield and Manchester, including Railway, Inside, 8s. Outside, 5s.	
Glossop ..	7 15	8 15	8 45	9 30	10 22	11 45	1 0	1 45	3 45	4 45	5 45	6 45	8 0	10 0	11 41	10 0	Omnibus Fares to and from Ashton, 2d. each; Stalybridge, 4d. Swift Boat to Ashton, 1st class, 2d.; 2nd class, 1d.	
Hadfield ..	..	..	8 50	..	10 27	..	..	1 50	..	4 50	..	6 50	..	..	..	..	Trains marked thus (*) are in connexion with coaches to and from Sheffield.	
Woodhd.	..	..	9 10	..	10 47	..	..	2 10	..	5 10	..	7 10	..	..	..	..	COACHES will leave Sheffield every day (except Sunday) at 7 30, 8 30, & 11 30 a.m., and 3 15 p.m. arriving at Woodhead in time for the 9 25 & 11 25 a.m. 2 25 and 6 25 p.m. trains to Manchester.	

From Woodhead to Manchester.													Fares.												
Stations.													Fr. Woodhead												
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	1 Cl.	2 Cls.	3 Cls.										
Woodhd.	..	..	..	9 25	..	11 25	..	2 25	..	..	..	6 25	7 45	..	..	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
Hadfield ..	..	..	..	9 38	..	11 38	..	2 38	..	..	..	6 38	7 58	..	..	1	0	0	0	6	..	..	..	..	..
Glossop ..	7 30	8 30	9 45	10 45	11 45	1 45	2 45	3 45	4 45	5 45	6 45	8 15	11 1	6 1	20	9	..	..	..	..	..	..	..	..	..
Broadbottom ..	7 36	8 36	9 51	10 51	11 51	1 51	2 51	3 51	4 51	5 51	6 51	8 21	11 7	6 7	21	3	1	6	1	0	..	..	..	..	..
Newton ..	7 07	8 45	10 0	11 0	12 0	2 0	3 0	4 0	5 0	6 15	7 0	8 30	11 2	6 1	9	1	3	..	..	..	..	..	..	..	..
Dukinfield ..	7 07	8 51	10 6	11 6	12 6	2 6	3 6	4 6	5 6	6 21	7 6	8 26	..	2	8	10	1	..	..	..	..	..	..	..	..
Ashton ..	7 07	8 58	10 10	11 10	12 10	2 10	3 10	4 10	5 10	6 25	7 10	8 30	..	2	9	2	0	1	6	..	..	..	..	..	..
Fairfield ..	7 16	8 9	11 10	12 16	1 16	2 16	3 16	4 16	5 16	6 31	7 16	8 36	..	3	0	2	2	1	6	..	..	..	..	..	..
Gorton ..	7 12	8 49	..	11 19	..	2 19	..	4 19	5 19	6 34	..	8 39	..	3	4	2	6	1	8	..	..	..	..	..	..
Ardwick ..	7 23	8 9	8 10	23	11 23	12 23	2 23	3 23	4 23	5 23	6 38	7 23	8 43	..	3	10	2	10	1	0	..	..	..	..	..
Manchr.	7 26	8 11	9 11	10 26	11 26	12 26	2 26	3 26	4 26	5 26	6 41	7 26	8 46	..	4	0	3	0	2	0	..	..	..	..	..

**Sunday Trains.**—From Woodhead to Manchester, 8 15 a.m., \*12 25, 5, & \*6 25 p.m.; to Newton at 10 5 a.m. & 8 p.m.; from Glossop at 7 30 a.m. and 8 p.m.; from Glossop to Newton at 9 10 a.m.; from Newton to Manchester, 2 and 6 15 p.m. From Manchester to Woodhead, 8 45 and 9 45 a.m., \*2 and 6 30 p.m.; to Glossop at 7 and 8½ p.m.; to Newton at 3 & 9 15 p.m.; from Newton to Glossop at 7 a.m., to Woodhead at 7 15 a.m. and 5 15 p.m.

# 33 MANCHESTER, BOLTON, & PRESTON

# CHESTER AND BIRKENHEAD

34

Manchester to Bolton, Chorley, Preston, and Lancaster.

10 minutes past 9 a.m., 12 10, 3½ and 4 55 p.m.

Preston to Chorley, Bolton, and Manchester.

†8.5 and 10.55 a.m., 2.25, 4.20 and 8 p.m.

Lancaster to Preston, Chorley, Bolton, and Manchester.

7 and 9.45 a.m., 1.10, 3.15 and 6.55 p.m.

On Sundays.—Manchester to Bolton, Chorley, &c., †8 a.m.

†4.50 p.m. To Fleetwood at 8 a.m.

Manchester to Southport—12 10 and 3½ p.m.

On Sundays, at 8 a.m.

Manchester to Preston, Blackpool and Fleetwood.

†10 minutes past 9 a.m., 3½, & 4 55 p.m. On Sundays at 8 a.m.

Manchester to Blackburn.

On week days by the †8 a.m. & 4 55 p.m. trains. On Tuesdays an additional train at 6 15 p.m.

Manchester to Bolton.

Stopping at all the stations, †8 and 10½ a.m., 1½, †7½, †7, & †8½ p.m.

Stopping at Stonecough, †7, †9.10, a.m., 12 10, 3½ & †4.55 p.m.

Bolton to Manchester

Stopping at all the stations, †8, 10, & 11 a.m., 1, 5.20, 7, & †8 p.m.

Stopping at Stonecough, †7, †9 and 12 a.m. 5.30 & 9 p.m.

On Sundays—From Manchester to Bolton, †8 a.m., †1 and †8 p.m., stopping at all the stations.

†4.50 p.m. stopping at Stonecough

From Bolton to Manchester, †9½ a.m., †2 and †7 p.m., stopping at all the stations; & 9 p.m. stopping at Stonecough.

† Third class carriages are attached to these trains.

Fares—Manchester to Bolton, 2s. 6d., 1s. 6d., 1s.; Horwich Blackrod, 4s., 2s. 6d., 1s. 9d.; Adlington, 4s. 6d., 3s. 6d., 2s. Chorley, 5s., 3s., 2s.; Euxton, 6s., 3s. 9d., 2s. 6d.; Scutthorpe (including coach) 10s., 7s.; Preston, 7s. 6d., 4s. 6d., 3s.; Lancaster, 13s. 8s. 0d. 5s. 6d.; Kirkham, 7s. 9d., 5s. 9d., 3s. 9d.; Lytham, 9s., 7s., 4s. 6d.; Poulton, 9s., 6s. 9d., 4s. 6d.; Blackpool, 10s., 7s. 6d., 5s.; Fleetwood, 10s., 7s. 6d., 5s.

## TAFF VALE.

Cardiff to Merthyr, 8 30 a.m., 1 and 5 p.m.

Merthyr to Cardiff, 9 5 a.m., 1 35 and 5 35 p.m.

On Sundays from Cardiff 9 a.m. & 4 p.m. From Merthyr 9 15 a.m. and 4 15 p.m.

FARES from Cardiff to Merthyr, 1st cls. 4s; 2nd cls 3s; 3rd cls. On SUNDAYS, Double Tickets are issued at one-half the usual fare

Distance Birkenhd.	Miles.	1 2 3 4 5 6 7						
		Up Trains.						
		6 30 Class 1, 2, 3.	8 0 Clas 1, 2.	10 0 Class 1, 2.	12 30 Class 1, 2.	3 40 Clas 1 2 3	6 0 Clas 1, 2.	8 15 Class 1, 2, 3
		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
		<b>Liverpool</b> ...	6 30	8 0	10 0	12 30	3 40	6 45
		Arrive at						
2 1/2		Birkenhead ....	6 50	8 20	10 20	12 50	4 07	5 14
6 1/2		Bebington .....	..	8 29	10 25	12 59	4 07	5 14
8 1/2		Hooton .....	..	8 41	—	1 11	4 21	5 26
11 1/2		Sutton .....	7 10	8 46	10 40	1 16	4 26	5 31
14 1/2		Mollington .....	..	8 58	—	1 28	4 38	5 43
		<b>Chester</b> .....	7 25	9 5	10 55	1 35	4 45	5 50

Sunday Trains—Leave Liverpool at 8 30 a.m., 2, 6 45, & 8 15 p.m.; and leave Chester at 4 mail & 10 a.m., & 8 p.m.

## Fares from Birkenhead to

	1st class			2nd class			3rd class		
	s.	d.	s.	d.	s.	d.	s.	d.	s.
Bebington - - - -	0	9	0	6	0	4	0	6	0
Hooton - - - - -	1	0	0	9	0	6	0	9	0
Sutton - - - - -	1	3	1	0	0	9	1	3	1
Mollington - - - -	2	6	2	0	0	1	6	2	0
Chester - - - - -	2	6	2	0	0	1	6	2	0

First Class passengers can book through from Birkenhead to London by Nos. 3 & 7 up trains; and from London by the 10 a.m. and 8½ p.m. trains. Passengers proceeding by the Omnibuses between the Railway Station at Birkenhead and the Monk's Ferry, will have to pay 3d. each; and by the Steam Boat between that Ferry and Liverpool, 2d. each. Between Birkenhead and Birmingham—first class, £1 2s. 6d.; passengers in private carriages, 16s. One horse, £2; two horses, £3 7s.; three ditto, £4 13s.; dogs, 3s.; carriages, £2 16s.



**To Liverpool**, 8 45 a.m. first class; 7 10 and \*11 5 a.m., 2 40, and 5 25 p.m. mixed.

**To Manchester**, 8 45 a.m. first class; 7 10 & 11 5 a.m., 2 40, and 5 25 p.m. mixed.

**To Wigan & Preston**, (7 10 a.m. Wigan only,) 8 45 a.m., and 2 40 p.m., mixed. †11 5 a.m. First Class.

**To St. Helens**, 7 10 and 11 5 a.m. 2 40 and 5 25 p.m. mixed.

On Sundays to the above named places at 7 25 a.m. & 5 25 p.m. mixed.

**From Liverpool**, 8 45 a.m. first class, 7 and 11 a.m., 2½, and 5½ p.m. mixed.

**From Manchester**, 9 a.m. first class, 7 15 & 11½ a.m., 2½, and 5½ p.m. mixed.

On Sundays from Liverpool, 7½ a.m. and 5 30 p.m.—From Manchester, 7 30 a.m. & 5 30 p.m. mixed.

**From Wigan**, 7 30, 9, & 11 20 a.m. 3, and 5, p.m., mixed. On Sundays, 7 50 a.m. and 5 p.m., mixed.

**From Preston**, 8 25 & 10 50 a.m., 2 20, & 4 25 p.m. mixed. On Sundays, 7 15 a.m., and 4 25 p.m. mixed.

**From St. Helens**, 7 20 & 11 20 a.m. 2 20, & 5 40 p.m. mixed. On Sundays, 7 50 a.m., and 5 40 p.m. mixed.

\* Stopping on the Liverpool line at Huyton Gate, Rainhill, St. Helens Junction, Newton, Parkside, Kenyon Junction, Bury Lane, and Patricroft only.

† Passengers to the North Union line by this train will have to wait an hour at Parkside.

FARES.—To Liverpool, 1st cl. 5s. 6d., 2nd cl. 4s.; Manchester, 2s. 6d. & 2s., double ticket to Manchester & back, 4s. & 3s.; Wigan, 2s. 6d. & 2s.; Preston, 5s. 6d. and 4s.; St. Helens, 4s. and 3s.; Southport, 10s. and 6s. 6d.; Ormskirk, 7s. 6d. and 5s. 6d.

### NEWCASTLE AND NORTH SHIELDS.

MONDAYS TO FRIDAYS, INCLUSIVE.

**From Newcastle to North Shields**, 7½, 8, 8½, 9, 9½, 10, 10½, 11, 11½ & 12 a.m.; 1, 2, 2½, 3, 3½, 4, 4½, 5, 5½, 6, 7, 8, & 9 p.m.

**From North Shields to Newcastle**, 8, 8½, 9, 9½, 10, 10½, 11, 11½, & 12, a.m.; 12½, 1, 1½, 2, 3, 3½, 4, 4½, 5, 5½, 6, 6½, 7, 7½, 8½, & 9½ p.m.

SATURDAYS.

**From Newcastle to North Shields**, 7½, 8, 8½, 9, 9½, 10, 10½, 11, 11½, and 12, a.m.; 1, 2, 2½, 3, 3½, 4, 4½, 5, 5½, 6, 6½, 7, 7½, 8, 8½, and 9 p.m.

**From North Shields to Newcastle**, 8, 8½, 9, 9½, 10, 10½, 11, 11½, and 12, a.m.; 12½, 1, 1½, 2, 3, 3½, 4, 4½, 5, 5½, 6, 6½, 7, 7½, 8, 8½, 9, and 9½ p.m.

**On Sundays** from Newcastle, 8, 9, 9½, 10, and 10½ a.m.; 1, 1½, 2, 2½, 3, 3½, 4, 5, 6, 7, 7½, 8 and 9 p.m. From North Shields, 8½, 9½, 10 and 10½ a.m.; 1, 1½, 2, 2½, 3½, 4½, 5½, 6, 6½, 7, 7½, 8, 8½, 9, and 9½ p.m.

FARES.—First class, 9d.; second class, 6d.; third class, 4d. From the intermediate stations, first class, 6d.; second class, 4d. Double tickets, first class, 1s.

**Preston to Fleetwood**, 8 45 & 11 a.m.; 5 10, and 7 pm.

**Fleetwood to Preston, Liverpool, Manchester, London, &c.**, 7 & 9½ a.m.; 12 50, \*3½, and 6½ p.m.

On Sundays,  
Preston to Fleetwood 9½ a.m.

**Fleetwood to Preston, Liverpool, Manchester, London, &c.**, 3 45 and 6½ p.m.

\* This Train by Parkside from Poulton to Manchester, 10s. 6d.

FARES.—(From the North Union Station)—Preston to Fleetwood, 1st class, 4s.; 2nd. class, 3s; 3rd. class 2s. Poulton to Preston, 3s.—2s. 3d.—1s. 6d. Kirkham to Preston, 1s. 9d.—1s. 3d.—9d.

**From Bolton to Fleetwood**, 9 45 a.m., 4, and 5 30 p.m. mixed.

**From Liverpool to Fleetwood**, 8½ a.m. 2½ and 4 40 p.m. mixed.

**From Manchester to Fleetwood**, (Victoria station), 9, a.m., 2½ and 5 p.m. mixed.

**From the New Bailey-street Station**, 9 10 a.m., 3½ and 4 55 p.m., mixed.

**From London to Fleetwood**, 9\* and 10 a.m., 1st class, and 8½ p.m. mail.

FARES.—Passengers to London £3 0s. 6d. Mail train, £3 4s. Carriages, 4 wheels, £8 5s., 2 wheels, £7. One horse, £5 12s 6d 2, £9 9s; 3, £12 8s. (if in the same box and the same property)

\* Carriages and horses by this train only.

### WHITBY & PICKERING.—Worked by Horse-Power.

From York to Pickering a Coach daily, (Sundays excepted,) and from Pickering by railway to Whitby, leaving York at 12, on the arrival of the train from the South, East, and West, and arriving at Whitby at 6 p.m.

From Whitby to Pickering by railway, and thence to York by Coach daily (Sundays excepted,) leaving Whitby at 7 a.m., and reaching York by 12½ p.m. in time for the trains going South, East, and West, to London, Derby, Hull, Leeds, Liverpool, &c.

Also a First Class Coach at 11 a.m. from Pickering, to arrive at Whitby at 1½ p.m. and returning from Whitby to Pickering at 4 p.m.

FARES.—Whitby to Pickering, 4s. inside, 3s. outside. From Whitby to York, 13s. inside, and 9s. outside.

## Down Trains.

## Edinburgh to Glasgow.

	mail		mail		mail		mail	
Departs from	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
<b>EDINBURGH</b>	7 0	8 0	11 0	1 30	3 0	6 0	10 0	0
Gogar.....	7 14	..	..	..	3 13	6 13	..	..
Ratho.....	7 25	..	..	1 18	3 21	6 18	..	..
Broxburn.....	7 34	..	..	..	..	6 27	..	..
Winchburgh,...	7 40	..	11 29	..	3 32	6 32	..	..
<b>Linlithgow</b> ...	7 54	8 37	11 44	1 42	2 22	3 46	6 46	10 52
Polmont.....	8 8	..	11 54	..	3 53	6 58	..	..
<b>Falkirk</b> .....	8 20	9 0	12 5	2 5	2 50	4 10	7 10	11 19
Camelon.....	8 25	..	..	..	4 16	7 15	..	..
<b>Castlecary</b> ...	8 37	9 11	12 20	2 18	3 15	4 26	7 26	11 38
Croy.....	8 48	..	12 30	..	3 30	..	7 36	..
Kirkintilloch....	9 2	..	12 45	2 40	3 50	4 50	7 51	..
Bishop-Briggs...	9 12	..	..	..	..	8 0	..	..
Arriving at								
<b>GLASGOW</b>	abt 9 30	9 50	11 53	0 4	15	5 10	8 15	12 30

## Fares from

## Edinburgh.

	1 Cls.		2 Cls.		3 Cls.	
	s.	d.	s.	d.	s.	d.
Gogar.....	0	9	0	6	0	4
Ratho.....	1	4	1	0	0	8
Winchburgh..	2	0	1	6	1	0
Linlithgow....	3	0	2	3	1	6
Polmont.....	3	9	2	9	2	0
Falkirk.....	4	6	3	3	2	3
Castlecary....	5	6	4	0	2	9
Croy.....	6	0	4	6	3	0
Kirkintilloch..	7	0	5	0	3	6
Bishop-Briggs	7	6	5	6	3	9
Glasgow.....	8	0	6	0	4	0

## From Glasgow.

Bishop-Briggs	0	8	0	6	0	3
Kirkintilloch..	1	0	0	6	0	4
Croy.....	2	0	1	0	0	9
Castlecary....	2	9	2	0	1	0
Falkirk.....	4	0	3	0	1	9
Polmont.....	4	6	3	3	2	3
Linlithgow....	5	3	3	9	2	6
Winchburgh..	6	3	4	6	3	0
Ratho.....	7	0	5	0	3	6
Gogar.....	7	6	5	6	3	9
Edinburgh....	8	0	6	0	4	0

## Up Trains.

## Glasgow to Edinburgh.

	mail		mail		mail		mail	
Departs from	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
<b>GLASGOW</b> ...	7 0	8 0	11 0	1 0	1 30	3 0	6 0	10 0
Bishop-Briggs...	7 22	..	..	..	..	3 14	6 14	..
Kirkintilloch....	7 32	8 20	11 21	1 20	1 57	3 21	6 21	..
Croy.....	7 44	..	11 34	..	2 18	3 34	6 34	..
<b>Castlecary</b> ...	7 55	8 40	11 44	1 44	2 32	3 44	6 44	10 54
Camelon.....	8 8	..	..	..	..	3 56	7 0	..
<b>Falkirk</b> .....	8 15	8 55	12 0	2 0	2 55	4 5	7 5	11 14
Polmont.....	8 24	..	12 11	..	..	4 14	7 15	..
<b>Linlithgow</b> ...	8 38	9 15	12 24	2 19	3 22	4 26	7 26	11 40
Winchburgh....	8 54	..	12 38	..	..	4 40	7 40	..
Broxburn.....	9 0	..	..	..	..	7 46	..	..
Ratho.....	9 6	..	..	2 39	..	7 51	..	..
Gogar.....	9 16	..	..	..	..	8 0	..	..
Arriving at								
<b>EDINB.</b>	about 9 30	9 50	1 53	0 4	15	5 10	8 15	12 30

## Sunday Trains.

These trains start from each end at 8 morning, and 5 o'clock afternoon; calling at all the stations, and departing therefrom at the same time as the daily 6 o'clock evening train, making allowance for the difference in the hours of starting.

All the Trains carry first, second, and third class passengers, except the 1 & 10 p.m. trains, which carry first & second class only, the 1 p.m. train, however, carrying third class passengers between Glasgow and Kirkintilloch. The 7 a.m., and 6 p.m. trains take fourth class (stand-up) carriages; the fare for the whole distance only 2s. The 1½ p.m. train carries fourth class only. Fare 1s. 6d.

An additional Train leaves Glasgow for Kirkintilloch at 5 p.m., returning at 5½; and on Wednesday, Croft at 5 p.m., returning at 5½ p.m.

CHILDREN.—10 to 14 years of age, half fare; under 10, free, if with a person paying full fare—only one child to each passenger.

CARRIAGES AND HORSES.—Carriages, 30s., 20s., 15s., according to size. Horses, 12s. each. Horse Box, containing 3 Horses, 33s. For whole distance.

## MARYPORT &amp; CARLISLE.

Through Trains, from Maryport to Carlisle, at 11 20 a.m. and 5 p.m.

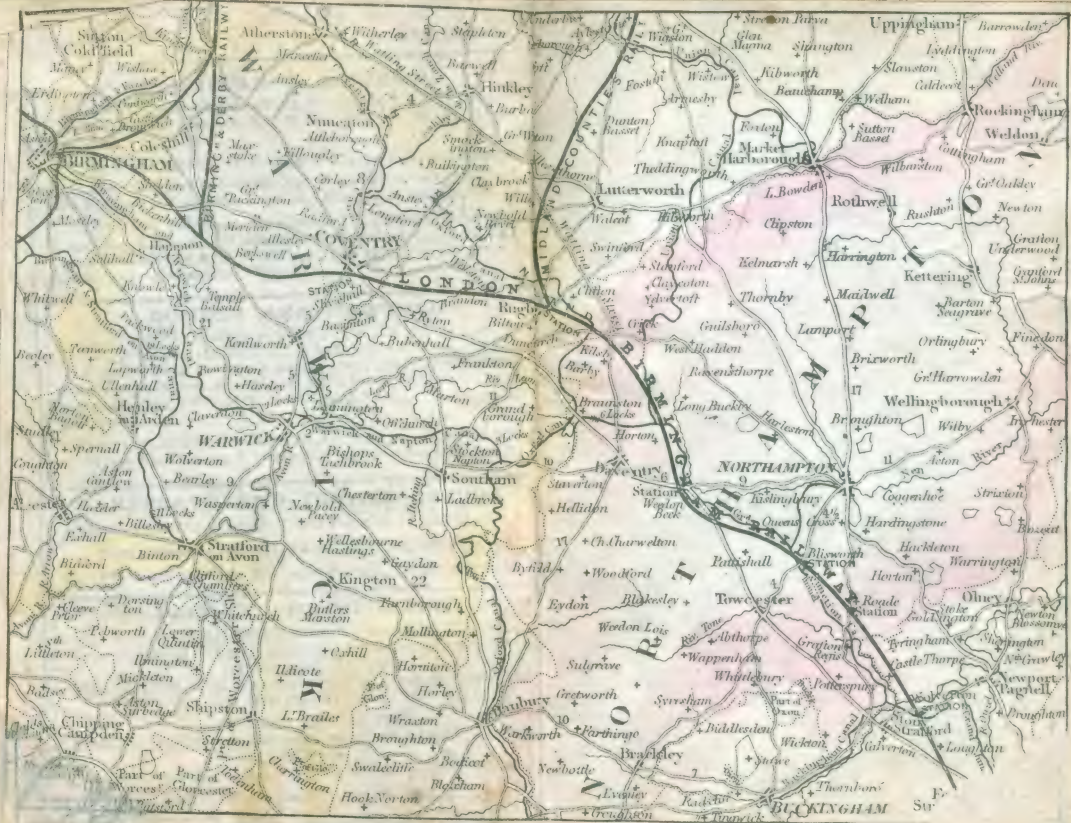
" " Carlisle to Maryport, at 10 20 a.m. and 4 p.m.

" " From Maryport to Aspatria, 5 30 & 8 a.m., and 2 p.m.

A Train runs on Tuesdays at 7 a.m., and Saturdays between Carlisle and Wigton, leaving Carlisle at 7 a.m., and returning from Wigton at 8 a.m.

The Maryport and Carlisle Railway Company run a Coach to and from Whitehaven in conjunction with the trains. Fares—Whitehaven to Carlisle, 7s. 6d. inside, and 5s. outside. Carlisle to Whitehaven, 5s. 6d. inside, and 4s. outside.

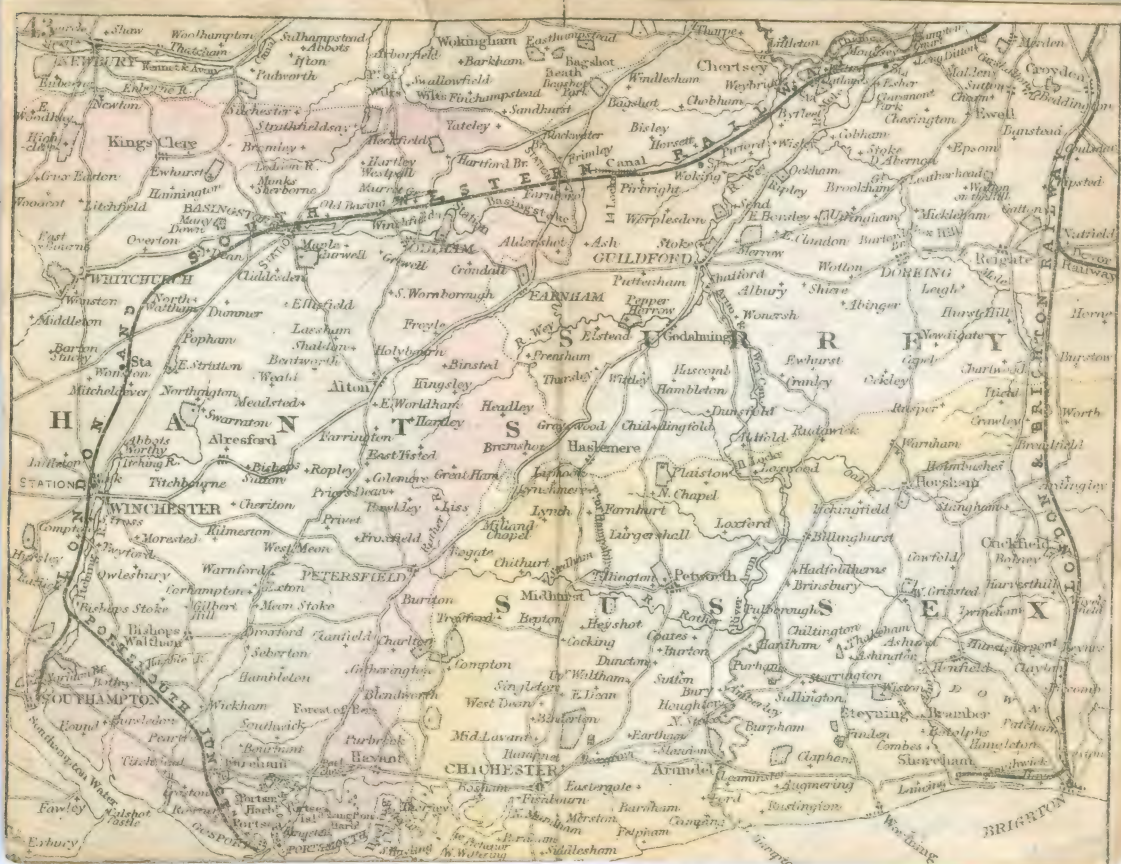








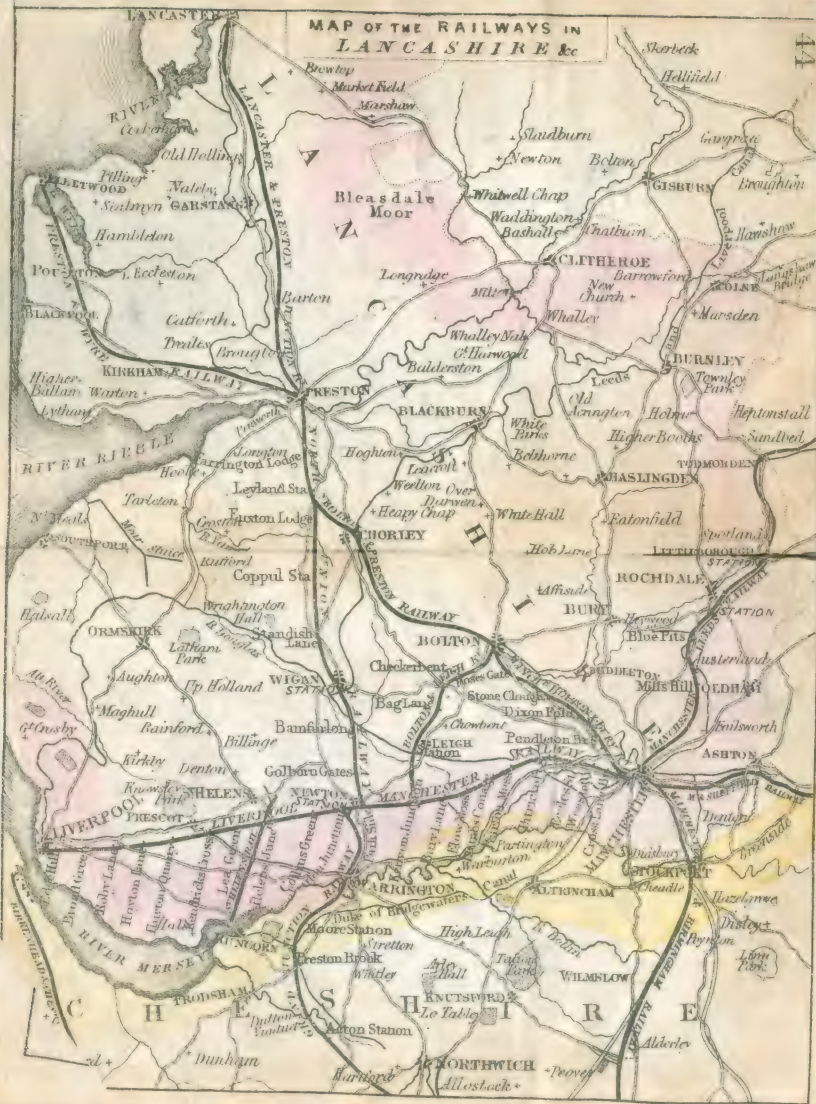






# MAP OF THE RAILWAYS IN LANCASHIRE &c

11

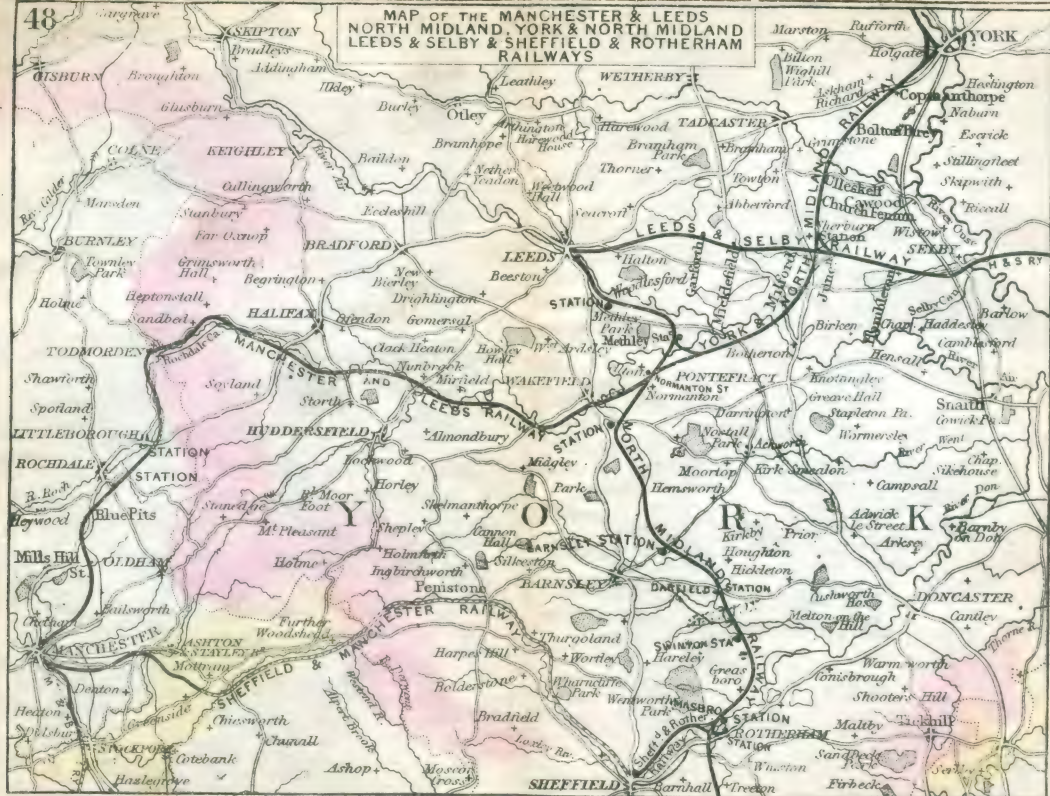




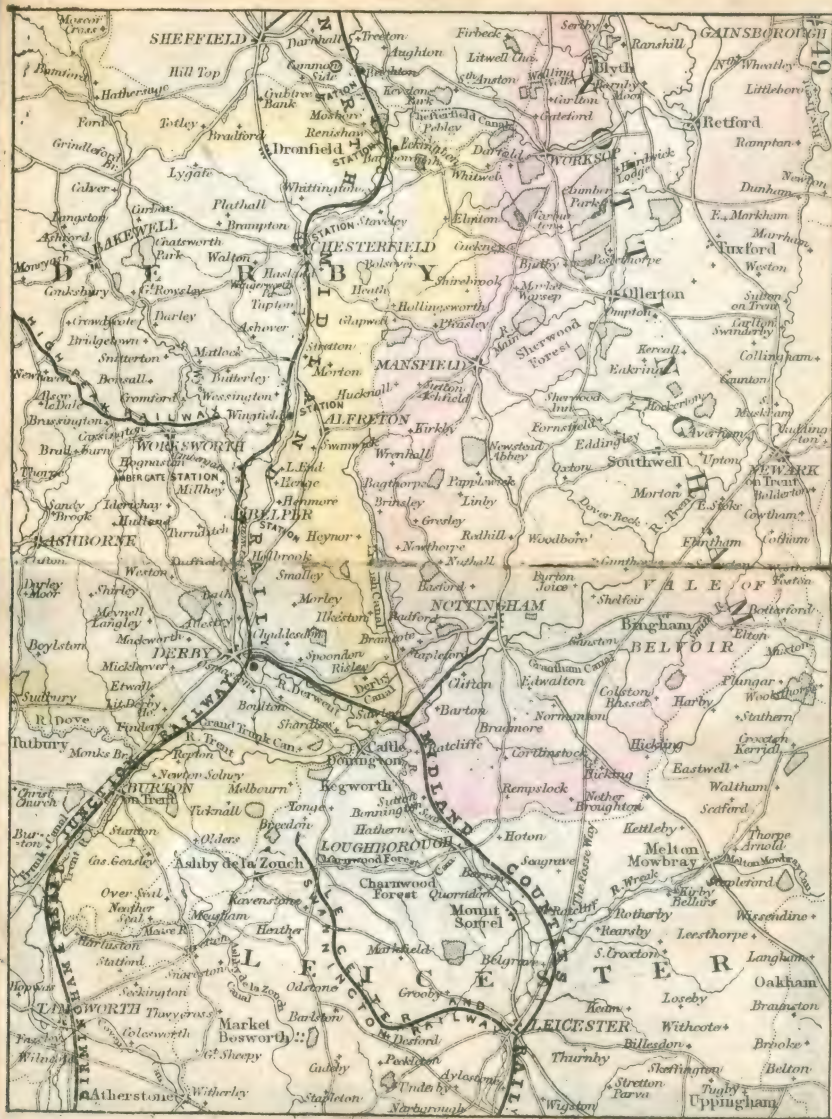




MAP OF THE MANCHESTER & LEEDS  
NORTH MIDLAND YORK & NORTH MIDLAND  
LEEDS & SELBY & SHEFFIELD & ROTHERHAM  
RAILWAYS













BIRMINGHAM

# BRISTOL.



Scale of Furlongs



## MANCHESTER







## TABLE

SHEWING THE RATE OF TRAVELLING PER HOUR

A Quarter of a Mile in		Eqls. Miles per Hour.	Quarter of a Mile in		Eqls. Miles per Hour.	Quarter of a Mile in		Eqls. Miles per Hour.
Min.	Sec.		Min.	Sec.		Min.	Sec.	
15	..	1	..	44	$20\frac{1}{2}$		$24\frac{1}{4}$	37
7	30	2	..	43	21		$23\frac{1}{2}$	38
5	..	3	..	42	$21\frac{1}{2}$		23	39
3	45	4	..	41	22		$22\frac{1}{2}$	40
3	..	5	..	40	$22\frac{1}{2}$		22	41
2	30	6	..	39	23		$21\frac{1}{2}$	42
2	8	7	..	38	$23\frac{1}{2}$		21	43
1	52	8	..	37	24		$20\frac{1}{2}$	44
1	40	9	..	$36\frac{1}{2}$	$24\frac{1}{2}$		20	45
1	30	10	..	36	25		18	50
1	22	11	..	35	$25\frac{1}{2}$		17	52
1	15	12	..	34	26		16	56
1	9	13	..	$33\frac{1}{2}$	$26\frac{1}{2}$		15	60
1	4	14	..	33	27		14	64
1	..	15	..	$32\frac{1}{2}$	$27\frac{1}{2}$		13	69
..	58	$15\frac{1}{2}$	..	32	28		12	75
..	56	16	..	$31\frac{1}{2}$	$28\frac{1}{2}$		$11\frac{1}{4}$	80
..	$54\frac{1}{2}$	$16\frac{1}{2}$	..	31	29		10	90
..	53	17	..	$30\frac{1}{2}$	$29\frac{1}{2}$		9	100
..	$51\frac{1}{2}$	$17\frac{1}{2}$	..	30	30		$7\frac{1}{2}$	120
..	50	18	..	29	31		6	150
..	$48\frac{1}{2}$	$18\frac{1}{2}$	..	28	32		$4\frac{1}{2}$	200
..	47	19	..	$27\frac{1}{2}$	33		$2\frac{1}{4}$	400
..	46	$19\frac{1}{2}$	..	$26\frac{1}{2}$	34			
..	45	20	..	25	36			

On all Railways the distances are distinctly pointed out by posts erected each quarter of a mile; the rate of speed can be ascertained at once by referring to the above table.

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

## TABLE

SHEWING THE RATE OF TRAVELLING PER HOUR

| A Quarter of a Mile in |                 | <i>Eqls. Miles per Hour.</i> | Quarter of a Mile in |                 | <i>Eqls. Miles per Hour.</i> | Quarter of a Mile in |                 | <i>Eqls. Miles per Hour.</i> |
|------------------------|-----------------|------------------------------|----------------------|-----------------|------------------------------|----------------------|-----------------|------------------------------|
| Min.                   | Sec.            |                              | Min.                 | Sec.            |                              | Min.                 | Sec.            |                              |
| 15                     | ..              | 1                            | ..                   | 44              | $20\frac{1}{2}$              |                      | $24\frac{1}{4}$ | 37                           |
| 7                      | 30              | 2                            | ..                   | 43              | 21                           |                      | $23\frac{1}{2}$ | 38                           |
| 5                      | ..              | 3                            | ..                   | 42              | $21\frac{1}{2}$              |                      | 23              | 39                           |
| 3                      | 45              | 4                            | ..                   | 41              | 22                           |                      | $22\frac{1}{2}$ | 40                           |
| 3                      | ..              | 5                            | ..                   | 40              | $22\frac{1}{2}$              |                      | 22              | 41                           |
| 2                      | 30              | 6                            | ..                   | 39              | 23                           |                      | $21\frac{1}{2}$ | 42                           |
| 2                      | 8               | 7                            | ..                   | 38              | $23\frac{1}{2}$              |                      | 21              | 43                           |
| 1                      | 52              | 8                            | ..                   | 37              | 24                           |                      | $20\frac{1}{2}$ | 44                           |
| 1                      | 40              | 9                            | ..                   | $36\frac{1}{2}$ | $24\frac{1}{2}$              |                      | 20              | 45                           |
| 1                      | 30              | 10                           | ..                   | 36              | 25                           |                      | 18              | 50                           |
| 1                      | 22              | 11                           | ..                   | 35              | $25\frac{1}{2}$              |                      | 17              | 52                           |
| 1                      | 15              | 12                           | ..                   | 34              | 26                           |                      | 16              | 56                           |
| 1                      | 9               | 13                           | ..                   | $33\frac{1}{2}$ | $26\frac{1}{2}$              |                      | 15              | 60                           |
| 1                      | 4               | 14                           | ..                   | 33              | 27                           |                      | 14              | 64                           |
| 1                      | ..              | 15                           | ..                   | $32\frac{1}{2}$ | $27\frac{1}{2}$              |                      | 13              | 69                           |
| ..                     | 58              | $15\frac{1}{2}$              | ..                   | 32              | 28                           |                      | 12              | 75                           |
| ..                     | 56              | 16                           | ..                   | $31\frac{1}{2}$ | $28\frac{1}{2}$              |                      | $11\frac{1}{4}$ | 80                           |
| ..                     | $54\frac{1}{2}$ | $16\frac{1}{2}$              | ..                   | 31              | 29                           |                      | 10              | 90                           |
| ..                     | 53              | 17                           | ..                   | $30\frac{1}{2}$ | $29\frac{1}{2}$              |                      | 9               | 100                          |
| ..                     | $51\frac{1}{2}$ | $17\frac{1}{2}$              | ..                   | 30              | 30                           |                      | $7\frac{1}{2}$  | 120                          |
| ..                     | 50              | 18                           | ..                   | 29              | 31                           |                      | 6               | 150                          |
| ..                     | $48\frac{1}{2}$ | $18\frac{1}{2}$              | ..                   | 28              | 32                           |                      | $4\frac{1}{2}$  | 200                          |
| ..                     | 47              | 19                           | ..                   | $27\frac{1}{4}$ | 33                           |                      | $2\frac{1}{4}$  | 400                          |
| ..                     | 46              | $19\frac{1}{2}$              | ..                   | $26\frac{1}{2}$ | 34                           |                      |                 |                              |
| ..                     | 45              | 20                           | ..                   | 25              | 36                           |                      |                 |                              |

On all Railways the distances are distinctly pointed out by posts erected each quarter of a mile; the rate of speed can be ascertained at once by referring to the above table.





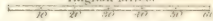
Names of Railways in England, as numbered in the Map.

|   | Miles | Amt. of share. |                                   | Miles | Amount of share. |
|---|-------|----------------|-----------------------------------|-------|------------------|
| 1. Birmingham & Derby Junction                  | 38½   | 100            | 21. Manchester and Birmingham     | 45    | £70              |
| 2. Birmingham & Gloucester..                    | 52    | 100            | 21. Manchester & Birmingham Ex    |       | 60               |
| 3. Birmingham, Bristol, & Thames Junction .. .. | 3     | 20             | 22. Manchester and Leeds ..       | 60    | 100              |
| 4. Bolton and Leigh .. ..                       | 10    | 100            | 23. Manchester, Bolton, & Bury    | 10    | 100              |
| 4. Kenyon and Leigh .. ..                       | 76    | 100            | 24. Maryport and Carlisle ..      | 28    | 50               |
| 5. Bristol and Exeter .. ..                     | 14    | 50             | 25. Midland Counties .. ..        | 57    | 100              |
| 6. Bolton and Preston .. ..                     | 15    | 50             | 26. Newcastle and Carlisle ..     | 61    | 100              |
| 7. Chester and Birkenhead ..                    | 18    | 50             | 27. Newcastle and North Shields   | 63    | 50               |
| 7. Chester and Crewe .. ..                      | 32½   | —              | 28. North Midland .. ..           | 72    | 100              |
| 8. Cromford and High Peak ..                    | 10    | —              | 29. North Union .. ..             | 22    | 75               |
| 8. Croydon .. ..                                | 126   | 25             | 30. Northern and Eastern ..       | 52    | 100              |
| 10. Eastern Counties .. ..                      | 97    | —              | 31. St. Helen's and Runcorn Gap   | 8     | 100              |
| 11. Grand Junction .. ..                        | 74    | 100            | 32. Sheffield and Manchester ..   | 40    | 100              |
| 12. Great North of England ..                   | 117   | 100            | 33. Sheffield and Rotherham..     | 6     | 25               |
| 13. Great Western .. ..                         | 30    | 50             | 34. Stockton and Darlington ..    | 25    | 100              |
| 14. Hull and Selby .. ..                        | 20    | 50             | 35. York and North Midland..      | 23    | 50               |
| 15. Lancaster and Preston Junction              | 20    | 50             | 36. South Eastern and Dover ..    | 67    | 50               |
| 16. Leeds and Selby .. ..                       | 20    | 100            | 37. Canterbury and Whitstable     | 6     | 50               |
| 17. Leicester and Swannington ..                | 16    | 50             | 38. Greenwich .. ..               | 4     | 20               |
| 18. Liverpool and Manchester ..                 | 31    | 100            | 39. Preston and Wyre .. ..        | 19    | 50               |
| 19. London and Birmingham ..                    | 112   | 100            | 40. Taff Vale .. ..               | —     | —                |
| 0. London and Southampton ..                    | 76    | —              | 41. Manchester & Bolton Extension | —     | —                |
|   |       |                | 42. London and Brighton ..        | 46    | —                |



RAILWAYS  
IN  
ENGLAND  
AND  
WALES.

English Miles



EXPLANATION  
Railways now open  
Railways in progress



Longitude West from Greenwich



# Names of Railways in England, as numbered in the Map.

|   | Miles            | Amt. of share. |                                   | Miles.          | Amount of share. |
|---|------------------|----------------|-----------------------------------|-----------------|------------------|
| 1. Birmingham & Derby Junction                    | 38 $\frac{1}{2}$ | £100           | 21. Manchester and Birmingham     | 45              | £70              |
| 2. Birmingham and Gloucester..                    | 52               | 100            | 21. Manchester & Birmingham Ex    |                 | 70               |
| 3. Birmingham, Bristol, & Thames Junction .. .. . | 3                | 20             | 22. Manchester and Leeds ..       | 60              | 100              |
| 4. Bolton and Leigh .. .. }                       | 10               | 100            | 23. Manchester, Bolton, & Bury    | 10              | 100              |
| 4. Kenyon and Leigh .. .. }                       |                  |                | 24. Maryport and Carlisle ..      | 28              | 50               |
| 5. Bristol and Exeter .. ..                       | 76               | 100            | 25. Midland Counties .. ..        | 57              | 100              |
| 6. Bolton and Preston .. ..                       | 14               | 50             | 26. Newcastle and Carlisle ..     | 61              | 100              |
| 7. Chester and Birkenhead ..                      | 15               | 50             | 27. Newcastle and North Shields   | 6 $\frac{3}{4}$ | 50               |
| 7. Chester and Crewe .. ..                        | 18               | 50             | 28. North Midland .. .. .         | 72              | 100              |
| 9. Cromford and High Peak ..                      | 32 $\frac{3}{4}$ | —              | 29. North Union .. .. .           | 22              | 75               |
| 8. Croydon .. .. .                                | 10               | —              | 30. Northern and Eastern ..       | 52              | 100              |
| 10. Eastern Counties                              | 126              | 25             | 31. St. Helen's and Runcorn Gap   | 8               | 100              |
| 11. Grand Junction .. ..                          | 97               | —              | 32. Sheffield and Manchester ..   | 40              | 100              |
| 12. Great North of England                        | 74               | 100            | 33. Sheffield and Rotherham..     | 6               | 25               |
| 13. Great Western .. ..                           | 117              | 100            | 34. Stockton and Darlington ..    | 25              | 100              |
| 14. Hull and Selby .. ..                          | 30               | 50             | 35. York and North Midland..      | 23              | 50               |
| 15. Lancaster and Preston Junction                | 20               | 50             | 36. South Eastern and Dover ..    | 67              | 50               |
| 16. Leeds and Selby .. .. .                       | 20               | 100            | 37. Canterbury and Whitstable     | 6               | 50               |
| 17. Leicester and Swannington ..                  | 16               | 50             | 38. Greenwich .. .. .             | 4               | 20               |
| 18. Liverpool and Manchester                      | 31               | 100            | 39. Preston and Wyre .. ..        | 19              | 50               |
| 19. London and Birmingham ..                      | 112              | 100            | 40. Taff Vale .. .. .             | —               | —                |
| 0. London and Southampton ..                      | 76               | —              | 41. Manchester & Bolton Extension | —               | —                |
|   |                  |                | 42. London and Brighton ..        | 46              | —                |

## CAB FARES

FROM THE

BIRMINGHAM, GREAT WESTERN, SOUTH WESTERN, BRIGHTON,  
AND EASTERN COUNTIES RAILWAY STATIONS,

## LONDON.

For a Two-Horse Carriage one-half more, by Time or Distance.

| FROM                           | Birmingham<br>Station, | Euston squ. | Grt. Western<br>Station,<br>Paddington. | Sh. Western<br>Station,<br>Nine Elms. | Brighton<br>Station,<br>London Bdg | Est. Counties<br>Station,<br>Shore Ditch. |
|--------------------------------|------------------------|-------------|---|---------------------------------------|------------------------------------|---|
| Adelphi terrace stand ....     | 1s 4d                  | 2s 4d       | 1s 8d                                   | 1s 8d                                 | 2s 0d                              |   |
| Admiralty .....                | 1 4                    | 2 4         | 1 8                                     | 1 8                                   | 2 4                                |   |
| Aldgate pump .....             | 2 4                    | 4 0         | 2 8                                     | 1 0                                   | 1 0                                |   |
| Aldersgate st. ....            | 1 8                    | 3 0         | 2 8                                     | 1 4                                   | 1 0                                |   |
| Baker street, Crawford st..    | 1 4                    | 1 0         | 2 8                                     | 3 0                                   | 3 4                                |   |
| Bank of England.....           | 2 0                    | 3 4         | 2 4                                     | 0 8                                   | 0 8                                |   |
| Buttersea bridge .....         | 3 8                    | 3 0         | 1 8                                     | 4 0                                   | ..                                 |   |
| Bayswater road, Albion st..    | 1 8                    | 0 8         | 2 8                                     | 3 0                                   | 3 4                                |   |
| Ditto Flora garden....         | 2 0                    | 0 8         | 2 4                                     | 3 8                                   | 3 4                                |   |
| Bedford row ....               | 1 4                    | 2 4         | 2 4                                     | 1 8                                   | 1 8                                |   |
| Ditto square .....             | 0 8                    | 2 0         | 2 4                                     | 2 0                                   | 2 0                                |   |
| Belgrave square .....          | 2 4                    | 2 0         | 1 8                                     | 3 0                                   | 3 4                                |   |
| Birmingham railway station     | ..                     | 2 0         | 2 8                                     | 2 4                                   | 2 4                                |   |
| Bishopsgate st., Four Swans.   | 2 4                    | 3 4         | 2 4                                     | 1 0                                   | 0 8                                |   |
| Blackfriars rd. Stamford st.   | 2 0                    | 3 0         | 1 8                                     | 1 0                                   | 1 8                                |   |
| Ditto bridge street ....       | 1 8                    | 2 8         | 2 0                                     | 1 0                                   | 1 4                                |   |
| Blackwall Railway.....         | 2 4                    | 3 8         | 2 4                                     | 0 8                                   | 1 0                                |   |
| Bloomsbury square.....         | 0 8                    | 2 4         | 2 4                                     | 1 8                                   | 2 0                                |   |
| Bond street, Oxford-street     | 1 4                    | 1 4         | 2 4                                     | 2 4                                   | 2 8                                |   |
| British Museum .....           | 0 8                    | 2 0         | 2 4                                     | 2 0                                   | 2 0                                |   |
| Brighton railway station ..    | 2 4                    | 3 8         | 2 0                                     | ..                                    | 1 4                                |   |
| Bricklayers' arms .....        | 2 8                    | 3 8         | 1 8                                     | 1 0                                   | 1 8                                |   |
| Brixton church .....           | 3 8                    | 4 4         | 1 8                                     | 2 8                                   | 3 4                                |   |
| Bryanston square .....         | 1 8                    | 1 0         | 2 4                                     | 3 0                                   | 3 0                                |   |
| Buckingham gate .....          | 2 0                    | 2 4         | 1 4                                     | 2 0                                   | 3 0                                |   |
| Camden town, Union terrace     | 0 8                    | 2 0         | 3 0                                     | 2 8                                   | 2 4                                |   |
| Cavendish square .....         | 1 0                    | 1 4         | 2 4                                     | 2 4                                   | 2 8                                |   |
| Charles street, Oxford street. | 1 0                    | 1 8         | 2 0                                     | 2 0                                   | 2 4                                |   |
| Chancery lane .....            | 1 4                    | 2 4         | 2 4                                     | 1 4                                   | 1 8                                |   |
| Charing cross .....            | 1 4                    | 2 4         | 1 8                                     | 2 0                                   | 2 0                                |   |
| Cheapside .....                | 1 8                    | 3 0         | 2 4                                     | 0 8                                   | 1 0                                |   |



This is a detailed historical map of London and its surrounding areas, including Kentish Town, Islington, Highbury, Tottenham, and the Isle of Dogs. The map shows the River Thames, major roads, and numerous railway lines. Key locations like Hyde Park, Regent's Park, and the City of London are clearly marked. The map is oriented with North at the top.



## CAR PARES

FROM THE

BIRMINGHAM, GREAT WESTERN, SOUTH WESTERN, BRIGHTON,  
AND EASTERN COUNTIES RAILWAY STATIONS,  
LONDON.

For a Two-Horse Carriage one-half more, by Time or Distance.

| FROM                          | Birmingham Station | Great Western Station | South Western Station | Brighton Station | Eastern Counties Station |
|-------------------------------|--------------------|-----------------------|-----------------------|------------------|--------------------------|
| Adelphi terrace stand         | 1s 4d              | 2s 4d                 | 1s 8d                 | 1s 8d            | 2s 0d                    |
| Admiralty                     | 1 4                | 2 4                   | 1 8                   | 1 8              | 2 4                      |
| Aldgate pump                  | 2 4                | 4 0                   | 2 8                   | 1 0              | 1 0                      |
| Aldersgate                    | 1 8                | 3 0                   | 2 8                   | 1 4              | 1 0                      |
| Baker street, Crawford st.    | 1 4                | 1 0                   | 2 8                   | 3 0              | 3 4                      |
| Bank of England               | 2 0                | 3 4                   | 2 4                   | 0 8              | 0 8                      |
| Buttersea bridge              | 3 8                | 3 0                   | 1 8                   | 4 0              | 3 4                      |
| Bayswater road, Albion st.    | 1 8                | 0 8                   | 2 8                   | 3 0              | 3 4                      |
| Ditto Flora garden            | 2 0                | 0 8                   | 2 4                   | 3 8              | 3 4                      |
| Bedford row                   | 1 4                | 2 4                   | 2 4                   | 1 8              | 1 8                      |
| Ditto square                  | 0 8                | 2 0                   | 2 4                   | 2 0              | 2 0                      |
| Belgrave square               | 2 4                | 2 0                   | 1 8                   | 3 0              | 3 4                      |
| Birmingham railway station    | 2 4                | 3 4                   | 2 4                   | 1 0              | 0 8                      |
| Bishopsgate st., Four Swans   | 2 0                | 3 0                   | 1 8                   | 1 0              | 1 8                      |
| Blackfriars rd. Stamford st.  | 1 8                | 2 8                   | 2 0                   | 1 0              | 1 4                      |
| Ditto bridge street           | 2 4                | 3 8                   | 2 4                   | 0 8              | 1 0                      |
| Bloomsbury square             | 0 8                | 2 4                   | 2 4                   | 1 8              | 2 0                      |
| Rond street, Oxford-street    | 1 4                | 1 4                   | 2 4                   | 2 4              | 2 8                      |
| British Museum                | 0 8                | 2 0                   | 2 4                   | 2 0              | 2 0                      |
| Brighton railway station      | 2 4                | 3 8                   | 2 0                   | 1 8              | 1 4                      |
| Bricklayers' arms             | 2 8                | 3 8                   | 1 8                   | 1 0              | 1 8                      |
| Brixton church                | 3 8                | 4 4                   | 1 8                   | 2 8              | 3 4                      |
| Bryanston square              | 1 8                | 1 0                   | 2 4                   | 3 0              | 3 0                      |
| Buckingham gate               | 2 0                | 2 4                   | 1 4                   | 2 0              | 3 0                      |
| Camden town, Union terrace    | 0 8                | 2 0                   | 3 0                   | 2 8              | 2 4                      |
| Cavendish square              | 1 0                | 1 4                   | 3 0                   | 2 4              | 2 8                      |
| Charles street, Oxford street | 1 0                | 1 8                   | 2 0                   | 2 0              | 2 4                      |
| Chancery lane                 | 1 4                | 2 4                   | 2 4                   | 1 4              | 1 8                      |
| Charing cross                 | 1 4                | 2 4                   | 1 8                   | 2 0              | 2 0                      |
| Cheapside                     | 1 8                | 3 0                   | 2 4                   | 0 8              | 1 0                      |

FROM

Birmingham Great South Brighton Eastern  
ham. West. West. ton. Counties  
ern. ern. ern. Counties

## MAP OF THE RAILWAYS AROUND LONDON.





| FROM                         | Bir-<br>ming-<br>ham. | Great<br>West-<br>ern. | South<br>West-<br>ern. | Brigh-<br>ton. | Eastern<br>Coun-<br>ties. |
|------------------------------|-----------------------|------------------------|------------------------|----------------|---------------------------|
| Chelsea Hospital.....        | 3 0                   | 2 8                    | 1 8                    | 3 4            | 3 8                       |
| City road, Old street .....  | 1 8                   | 3 0                    | 3 0                    | 1 4            | 0 8                       |
| Ditto Goswell st.road..      | 1 0                   | 2 8                    | 3 0                    | 1 8            | 1 4                       |
| Clapham common winamili      | 4 4                   | 3 8                    | 2 0                    | 3 0            | 3 8                       |
| Ditto road, Stockwell rd     | 3 4                   | 3 8                    | 1 0                    | 2 0            | 3 9                       |
| Clerkenwell green .....      | 1 4                   | 2 8                    | 2 8                    | 1 8            | 1 4                       |
| Cobham row.....              | 1 4                   | 2 8                    | 2 8                    | 1 8            | 1 8                       |
| Compton st. Burton Crescent  | 0 8                   | 2 0                    | 2 8                    | 2 4            | 2 0                       |
| Commercial road, Dock st..   | 3 0                   | 4 0                    | 3 0                    | 1 8            | 1 8                       |
| Cornhill.....                | 2 0                   | 3 4                    | 2 4                    | 0 8            | 0 8                       |
| Covent garden theatre ....   | 1 4                   | 2 4                    | 2 0                    | 1 8            | 2 0                       |
| Covent garden, Henrietta st. | 1 4                   | 2 4                    | 2 0                    | 1 8            | 2 0                       |
| Custom house stairs .....    | 2 4                   | 3 8                    | 2 4                    | 0 8            | 1 0                       |
| Colosseum.....               | 1 0                   | 1 8                    | 2 8                    | 2 8            | 2 8                       |
| Drury lane theatre .....     | 1 4                   | 2 4                    | 2 0                    | 1 8            | 2 0                       |
| Eaton square .....           | 2 4                   | 2 4                    | 1 4                    | 2 8            | 3 4                       |
| Fdgeware rd. Nutford place   | 1 4                   | 0 8                    | 2 8                    | 3 0            | 3 8                       |
| Eastern counties railway st. | 2 4                   | 3 8                    | 2 8                    | 1 4            | ..                        |
| Finsbury square .....        | 2 0                   | 3 4                    | 2 8                    | 1 0            | 0 8                       |
| Fleet-street, obelisk .....  | 1 4                   | 2 8                    | 2 0                    | 1 0            | 1 4                       |
| Foundling Hospital.....      | 1 0                   | 2 4                    | 2 8                    | 1 8            | 2 8                       |
| Gloucester pl. lwr. York pl. | 1 4                   | 1 0                    | 2 4                    | 3 0            | 3 4                       |
| General Post Office .....    | 1 8                   | 3 0                    | 2 8                    | 1 0            | 1 0                       |
| Goswell street, Seward st..  | 1 8                   | 3 0                    | 2 8                    | 1 8            | 1 0                       |
| Gray's Inn gate .....        | 1 4                   | 2 4                    | 2 4                    | 1 4            | 1 8                       |
| Grays inn lane, Portpool ln. | 1 4                   | 2 8                    | 2 8                    | 1 8            | 1 8                       |
| Great Western railway st..   | 1 8                   | ..                     | 3 0                    | 3 8            | 3 8                       |
| Greenwich railway station..  | 2 4                   | 3 8                    | 2 0                    | ..             | 1 4                       |
| Grosvenor square .....       | 1 8                   | 1 4                    | 2 0                    | 2 8            | 3 0                       |
| Gracechurch st. Spread Egl   | 2 4                   | 3 4                    | 2 4                    | 0 8            | 1 0                       |
| Guildford st. Grenville st.. | 0 8                   | 2 4                    | 2 8                    | 2 0            | 2 0                       |
| Hatton garden, Holborn....   | 1 4                   | 2 8                    | 2 4                    | 1 4            | 1 4                       |
| Hackney rd. Gloucester pl.   | 2 4                   | 4 4                    | 3 4                    | 2 0            | 0 8                       |
| Hampstead rd. Chalk farm     | 1 0                   | 1 8                    | 3 8                    | 3 0            | 2 8                       |
| Hanover square .....         | 1 4                   | 1 4                    | 2 4                    | 2 4            | 2 8                       |
| Harley street.....           | 1 0                   | 1 4                    | 2 4                    | 3 0            | 2 8                       |
| Haymarket .....              | 1 4                   | 2 0                    | 1 8                    | 2 0            | 2 4                       |
| High street, Mary-le-bone    | 1 0                   | 1 4                    | 2 8                    | 3 0            | 2 8                       |
| Holborn, Drury lane .....    | 1 0                   | 2 0                    | 2 0                    | 1 8            | 2 0                       |
| Ditto Fetter lane ....       | 1 4                   | 2 8                    | 2 4                    | 1 4            | 1 4                       |
| House of Commons .....       | 1 8                   | 2 8                    | 1 4                    | 1 8            | 2 4                       |
| Hyde pk. corner, Piccadilly  | 2 0                   | 2 0                    | 1 8                    | 2 8            | 3 0                       |
| Hatchett's Hotel, Piccadilly | 1 8                   | 2 0                    | 2 0                    | 2 4            | 2 8                       |
| Islington, Angel .....       | 1 0                   | 2 8                    | 3 0                    | 1 8            | 1 4                       |
| Ditto Green .....            | 1 4                   | 2 8                    | 3 4                    | 2 0            | 1 4                       |

| FROM                           | Birming-<br>ham. | Great<br>West-<br>ern. | South<br>West-<br>ern. | Brigh-<br>ton. | Eastern<br>Coun-<br>ties. |
|--------------------------------|------------------|------------------------|------------------------|----------------|---------------------------|
| India House.....               | 2 4              | 3 4                    | 2 4                    | 0 8            | 0 8                       |
| Kennington, the horns .....    | 2 8              | 3 4                    | 1 0                    | 1 8            | 2 4                       |
| Kennington, Com. church ..     | 3 0              | 3 8                    | 0 8                    | 1 8            | 2 8                       |
| Kennington Goreen. Hyd. pk     | 2 8              | 2 4                    | 2 8                    | 3 8            | 3 8                       |
| Kennington turnpike .....      | 2 8              | 3 8                    | 1 0                    | 1 8            | 2 8                       |
| Ditto lane, vauxhall st.       | 2 8              | 3 4                    | 0 8                    | 1 8            | 2 4                       |
| Kensington Gore, hafvy hse.    | 2 4              | 2 4                    | 2 4                    | 3 4            | 3 4                       |
| Ditto Gravel pits.....         | 2 4              | 1 4                    | 3 4                    | 4 0            | 4 0                       |
| Kentish Town, Traf. place..    | 1 0              | 2 4                    | 3 8                    | 3 0            | 2 4                       |
| King's Cross, New road. ....   | 0 8              | 2 0                    | 3 0                    | 2 0            | 2 0                       |
| King street, Guildhall .....   | 2 0              | 3 0                    | 2 8                    | 1 0            | 1 0                       |
| Knightsbridge Wilton pice.     | 2 0              | 1 8                    | 2 0                    | 2 8            | 3 0                       |
| Knightsbridge, Sloan street    | 2 4              | 1 8                    | 2 0                    | 2 8            | 3 4                       |
| Lambeth palace .....           | 2 4              | 3 0                    | 1 4                    | 1 4            | 2 8                       |
| Lad lane, swan with 2 necks    | 2 0              | 3 0                    | 2 8                    | 1 0            | 1 0                       |
| Lamb's, Condt. st. Gt. Or. st. | 1 0              | 2 4                    | 2 4                    | 1 8            | 1 8                       |
| Leicester square .....         | 1 4              | 2 4                    | 1 8                    | 2 0            | 2 4                       |
| Lincoln's Inn Fields .....     | 1 0              | 2 4                    | 2 4                    | 1 8            | 1 8                       |
| London Bridge Wharf .....      | 2 4              | 3 4                    | 2 4                    | 0 8            | 1 0                       |
| Long Acre, St. Martin's lane   | 1 4              | 2 4                    | 2 0                    | 2 0            | 2 4                       |
| Long Lane, Charterhouse st.    | 1 8              | 3 0                    | 2 8                    | 1 4            | 1 0                       |
| Manchester Square.....         | 1 4              | 1 4                    | 2 8                    | 2 8            | 3 0                       |
| Marsh Gate, Lambeth .....      | 2 0              | 3 0                    | 1 4                    | 1 4            | 2 0                       |
| Mansion House .....            | 2 0              | 3 4                    | 2 4                    | 0 8            | 1 0                       |
| Mill End Turnpike.....         | 3 0              | 4 0                    | 3 4                    | 1 8            | 1 4                       |
| Montague Square .....          | 1 4              | 1 0                    | 2 4                    | 3 0            | 3 0                       |
| Moorfields, Ropemaker st..     | 2 0              | 3 4                    | 2 8                    | 1 0            | 0 8                       |
| Moorfields, Fore street .....  | 2 0              | 3 4                    | 2 8                    | 1 0            | 0 8                       |
| Moorgate street, Lond. Wall    | 2 0              | 3 4                    | 2 4                    | 1 0            | 0 8                       |
| New road, Harley street ..     | 1 0              | 1 4                    | 2 8                    | 3 0            | 2 8                       |
| Ditto Tot. court road..        | 0 8              | 1 8                    | 2 8                    | 2 4            | 2 4                       |
| Newington Butts, Eleph. & C.   | 2 4              | 3 4                    | 1 4                    | 1 0            | 1 8                       |
| New road, Paddington chap.     | 1 4              | 0 8                    | 2 8                    | 3 4            | 3 4                       |
| Old Bailey.....                | 1 8              | 3 0                    | 2 4                    | 1 0            | 1 4                       |
| Oxford street, Pantheon ..     | 1 4              | 1 8                    | 2 4                    | 2 4            | 2 4                       |
| Oxford st., Tottenham ct. rd.  | 1 4              | 2 0                    | 2 0                    | 2 0            | 2 0                       |
| Park lane, Grosvenor street.   | 1 8              | 1 4                    | 2 0                    | 3 0            | 3 0                       |
| Pentonville, St. James's ch.   | 1 0              | 2 4                    | 3 4                    | 2 0            | 1 8                       |
| Piccadilly, Ranger's lodge..   | 1 8              | 1 8                    | 2 0                    | 2 4            | 2 8                       |
| Piccadilly, Burlington arcade  | 1 8              | 2 0                    | 2 0                    | 2 4            | 2 8                       |
| Pimlico, Eccleston street...   | 2 4              | 2 4                    | 1 4                    | 2 4            | 3 4                       |
| Portland st., N. Cavendish st. | 1 0              | 1 8                    | 2 4                    | 2 8            | 2 8                       |
| Portman square .....           | 1 4              | 1 0                    | 2 4                    | 2 8            | 3 0                       |
| Queen's square, Bloomsbury     | 1 0              | 2 4                    | 2 8                    | 1 8            | 2 0                       |
| Queen's sq., Westminster       | 2 0              | 2 8                    | 1 8                    | 2 0            | 2 8                       |

| FROM                          | Birming-<br>ham. | Great<br>West-<br>ern. | South<br>West-<br>ern. | Brigh-<br>ton.<br>L.Brdg. | Eastern<br>Coun-<br>ties. |
|-------------------------------|------------------|------------------------|------------------------|---------------------------|---------------------------|
| Ratcliffe Highway .....       | 2 8              | 4 4                    | 3 0                    | 1 8                       | 1 4                       |
| Regent Circus, Oxford street  | 1 4              | 1 4                    | 2 4                    | 2 4                       | 2 4                       |
| Russell Square .....          | 0 8              | 2 0                    | 2 4                    | 0 0                       | 2 0                       |
| Red Lion, Strand .....        | 1 4              | 2 4                    | 2 0                    | 1 8                       | 1 8                       |
| St. James's Palace .....      | 1 8              | 2 0                    | 2 0                    | 2 4                       | 2 8                       |
| St. Paul's, Ludgate hill ...  | 1 8              | 3 0                    | 2 4                    | 1 0                       | 1 4                       |
| Shoreditch church .....       | 2 0              | 3 8                    | 3 0                    | 1 4                       | 0 8                       |
| Smithfield .....              | 1 8              | 3 0                    | 2 4                    | 1 4                       | 1 0                       |
| Snow hill, King's arms ...    | 1 4              | 2 8                    | 2 4                    | 1 4                       | 1 4                       |
| Soho Square.....              | 1 0              | 2 0                    | 2 0                    | 2 0                       | 2 4                       |
| Somerset House .....          | 1 4              | 2 4                    | 2 0                    | 1 8                       | 1 8                       |
| Sessions House, Clerkenwell   | 1 4              | 2 8                    | 2 8                    | 1 8                       | 1 4                       |
| South Western railway....     | 2 8              | 3 0                    | ..                     | 2 0                       | 2 8                       |
| Southwark Bridge .....        | 2 0              | 3 4                    | 2 0                    | 0 8                       | 1 0                       |
| St. Luke's Hospital.....      | 1 8              | 3 4                    | 3 0                    | 1 4                       | 1 0                       |
| Stones end, Borough .....     | 2 4              | 3 4                    | 1 8                    | 0 8                       | 1 8                       |
| Temple Bar .....              | 1 4              | 2 8                    | 2 0                    | 1 4                       | 1 8                       |
| The Tower .....               | 2 4              | 4 0                    | 2 8                    | 1 0                       | 1 0                       |
| Vauxhall Bridge Surrey side   | 2 4              | 3 0                    | 0 8                    | 1 8                       | 2 8                       |
| Victoria Theatre .....        | 2 0              | 3 0                    | 1 4                    | 1 0                       | 1 8                       |
| Waterloo Bridge, Surrey side  | 1 4              | 2 4                    | 1 8                    | 1 4                       | 1 8                       |
| Watling street, Queen street  | 2 0              | 3 0                    | 2 4                    | 0 8                       | 1 0                       |
| Westminster Ab., West door    | 1 8              | 2 8                    | 1 4                    | 1 8                       | 2 4                       |
| Westminster Bridge centre..   | 1 8              | 2 8                    | 1 4                    | 1 8                       | 2 4                       |
| Whitechapel. Union street     | 2 8              | 4 0                    | 3 0                    | 1 4                       | 1 0                       |
| White Conduit House ...       | 1 0              | 2 8                    | 3 4                    | 2 0                       | 1 8                       |
| Zoological gard. Regent's pk. | 1 4              | 2 4                    | 3 4                    | 3 8                       | 3 4                       |

**The above Fares having been revised by a Government Officer may be relied on as correct-**

**FARES BY TIME.**—For any Time not exceeding thirty minutes, 8d.; above thirty minutes and not exceeding forty-five, 1s.; above forty-five minutes and not exceeding one hour, 1s. 4d; and so on at the rate of 4d. for every fifteen minutes, or fractional part of fifteen minutes.

The driver may charge by time or by distance, but not by both.

Persons leaving property in Hackney Carriages should apply at the Stamp and Tax Office, Somerset House.



## BIRMINGHAM CAB FARES

FROM THE RAILWAY STATION, CURZON STREET,

| TO                             | s | d | TO                              | s | d |
|--------------------------------|---|---|---------------------------------|---|---|
| Albion hotel .....             | 1 | 0 | Icknield bridge, Monumt-rd.     | 2 | 0 |
| Botanic gardens, Edgbaston     | 2 | 6 | News room .....                 | 1 | 0 |
| Bell inn, Bristol road .....   | 1 | 6 | Old square, Stork hotel .....   | 1 | 0 |
| Erming. Canal off. Paradise-st | 1 | 0 | Post office .....               | 1 | 0 |
| Crescent (any part) .....      | 1 | 6 | Plough & Harrow, Hagley rd.     | 2 | 6 |
| Dee's Royal hotel .....        | 1 | 0 | Swan hotel .....                | 1 | 0 |
| Deaf & Dumb Institutions ..... | 2 | 6 | St. Martin's church .....       | 1 | 0 |
| Deritend bridge .....          | 1 | 0 | St. Philip's ch. (Dee's hotel)  | 1 | 0 |
| Edgbaston church, by Bris. rd  | 2 | 6 | St. George's church .....       | 1 | 0 |
| " by Broad street              | 3 | 0 | St. Mary's chapel .....         | 1 | 0 |
| Edgbaston, Wellington st.      | 2 | 0 | St. Paul's chapel, Ludgate hill | 1 | 6 |
| Fairview House, Hagley rd.     | 2 | 6 | Sand pits Tollgate .....        | 2 | 0 |
| Five ways Tollgate .....       | 2 | 0 | Trinity chapel, Deritend        | 1 | 6 |
| Free school, New street .....  | 1 | 0 | Town Hall .....                 | 1 | 0 |
| General Hospital .....         | 1 | 0 | Theatre .....                   | 1 | 0 |
| Hen and Chickens hotel .....   | 1 | 0 |                                 |   |   |

The Omnibus charge is 6d each to or from the station and the centre of the town. All the principal hotels and inns are within 1 mile of the station.

## BRISTOL FLY FARES

FROM THE GREAT WESTERN RAILWAY STATION,

| TO                             | s | d | TO                             | s | d |
|--------------------------------|---|---|--------------------------------|---|---|
| Bell Vue, Clifton .....        | 1 | 4 | King's parade .....            | 1 | 8 |
| Berkeley square .....          | 1 | 0 | Lawford's gate, Bridewell      | 1 | 0 |
| Blackbird's gate, Stapletr rd  | 1 | 8 | Montague parade .....          | 1 | 4 |
| Bottom of Horfield road .....  | 1 | 0 | Mr. Tyndall's gate .....       | 1 | 4 |
| Bottom of Park street .....    | 1 | 0 | 1 Mile stone, Glo'ster road    | 1 | 8 |
| College street .....           | 1 | 0 | 1 Mile stone at Baptist mill   | 1 | 8 |
| Com. pound, Durdham down       | 2 | 0 | Opposite Mr. Walker's house,   |   |   |
| Cross roads, Glo'ster road     | 1 | 4 | Redland .....                  | 2 | 0 |
| Cumberland basin .....         | 1 | 8 | Public house called the Glass  |   |   |
| Dowry parade .....             | 1 | 8 | house, Lawrence hill .....     | 1 | 4 |
| Glo'ster row, by Richmd. ter.  | 2 | 0 | Redland court, thro' Stoke's   |   |   |
| Glo'ster hotel, Hotwells ..... | 1 | 8 | croft .....                    | 1 | 8 |
| Great Western Cotton works     | 1 | 8 | Rownham Ferry, by N gaol       | 1 | 8 |
| Hotwell house, .....           | 2 | 0 | Royal Western hotel, Coll. pl. | 1 | 0 |
| Hotwell house, via New Gaol    | 1 | 8 | Saville, by Richmond terrace   | 1 | 8 |
| House, called White Ladies     | 2 | 4 | St. Matthew's church .....     | 1 | 4 |
| Inns or coach offices in       |   |   | Top of Stoke's croft .....     | 1 | 0 |
| Bath st, Thomas st, High       | 1 | 0 | White hart, Limekiln lane      | 1 | 0 |
| st, Corn st, Wine street,      |   |   | Saville place, Berkeley place  | 1 | 4 |
| Broadmead, or North st,        |   |   | Zoological gardens .....       | 2 | 4 |

One-third more than the above fares may be charged for every person exceeding three inside, or two inside and one outside

## MANCHESTER COACH &amp; CAB FARES,

FROM THE  
LIVERPOOL, LEEDS, AND BIRMINGHAM RAILWAY STATIONS.

A Two-Horse charged one-third more than a One-Horse Coach

| FROM                             | Bolton<br>Railway<br>Station,<br>Salford. | Leeds<br>Station,<br>Hunt's<br>Bank. | Birming-<br>ham statn.<br>Store<br>street. |
|----------------------------------|---|--------------------------------------|--|
|                                  | 1 H. Cab.<br>s d s d                      | 1 H. Cab.<br>s d s d                 | 1 H. Cab.<br>s d s d                       |
| Albion Hotel, Piccadilly .....   | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| Banks, to all in the town .....  | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| Blackfriars' inn .....           | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                    |
| Birmingham Railway station ..    | 1 4 1 0                                   | 1 4 1 0                              | .. ..                                      |
| Bolton Railway station .....     | .. ..                                     | 1 0 0 9                              | 2 8 2 0                                    |
| Bush inn, Deansgate .....        | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| Cemetery, Ardwick .....          | 2 4 1 9                                   | 2 4 1 9                              | 2 8 2 0                                    |
| " Harpurhey .....                | 3 4 2 6                                   | 2 4 1 9                              | 1 0 0 9                                    |
| " Rusholme road .....            | 1 8 1 3                                   | 1 8 1 3                              | 2 8 2 0                                    |
| " Cheetham hill .....            | 3 0 2 3                                   | 2 4 1 6                              | 1 4 1 0                                    |
| Clarencé inn, Spring gardens ..  | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                    |
| Commercial inn, Market street    | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                    |
| Corn Exchange .....              | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                    |
| Exchange, Market place .....     | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                    |
| King's arms, Deansgate .....     | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                    |
| Ladyman's hotel, Bridge street   | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                    |
| Leeds Railway station, H. Bank   | 1 0 0 9                                   | .. ..                                | 1 4 1 0                                    |
| Liverpool Railway sta., H. Bank  | 1 0 0 9                                   | .. ..                                | 1 4 1 0                                    |
| Mosley arms, Piccadilly .....    | 1 0 0 9                                   | 1 0 0 9                              | 1 6 0 9                                    |
| Piccadilly coach stand .....     | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| Post Office, Brown street .....  | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| Royal hotel, Mosley street ..... | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| Rainbow tavern, Market street    | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| Royal Institution .....          | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| School for the Deaf and Dumb     | 2 8 2 0                                   | 2 8 2 0                              | 2 8 2 0                                    |
| Star inn, Deansgate .....        | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                    |
| St. Ann's square Coach stand ..  | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                    |
| St. Peter's Coach stand .....    | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| Talbot inn, Market street .....  | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| Thatched House tavern .....      | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| Theatre, Queen's .....           | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| Town Hall, King street .....     | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| " Salford .....                  | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                    |
| Botanical Gardens .....          | 2 8 2 0                                   | 0 3 0 2                              | 3 5 0 2                                    |

# LIVERPOOL COACH AND CAR FARES

FROM THE  
RAILWAY STATION, LIME STREET.

| Coach                      | Car     | Coach                      | Car     |
|----------------------------|---------|----------------------------|---------|
| s d s d                    | s d s d | s d s d                    | s d s d |
| Abercromby-square.....     | 1 6 1 0 | Childwall.....             | 6 0 4 0 |
| Adelphi hotel.....         | 1 0 0 8 | Clarence Dock (centre g)   | 2 6 1 8 |
| Aigburth Church.....       | 5 6 3 8 | Clayton-square.....        | 1 0 0 8 |
| Anfield lodge.....         | 3 0 2 0 | County House of Correc.    | 3 0 2 0 |
| house.....                 | 3 6 2 4 | Custom-house.....          | 1 6 1 0 |
| Angel hotel.....           | 1 0 0 8 | Duke-st, end Hanover-st.   | 1 0 0 8 |
| Ashfield.....              | 5 6 3 8 | end Berry-street           | 1 6 1 0 |
| Beacon's-gutter.....       | 2 6 1 8 | Duke's-place.....          | 1 6 1 0 |
| Bedford-st, north of Aber- |         | Edge-hill Coffee House     | 2 0 1 4 |
| cromby-square.....         | 1 6 1 0 | Edge-lane hall.....        | 2 6 1 8 |
| south of ditto.....        | 2 0 1 4 | Everton village, west end  | 1 6 1 0 |
| Berry-st, end Knight-st    | 1 0 0 8 | Brow, end of Nether-       |         |
| Bevington-bush, top end    | 1 6 1 0 | field-road south.....      | 1 6 1 0 |
| Bold-st.....               | 1 0 0 8 | Crescent.....              | 1 6 1 0 |
| Bootle lower rd. south end | 3 0 2 0 | Netherfield-rd. south      | 2 0 1 4 |
| First Toll-bar.....        | 3 6 2 4 | Ditto north end            | 2 6 1 8 |
| Bootle Church & Village    | 5 0 3 4 | St. Ann's hill.....        | 3 6 2 4 |
| Borough Gaol.....          | 2 0 1 4 | Fairfield, London-road     | 2 6 1 8 |
| Botanic Garden (New)       | 2 6 1 8 | Falkner-st, end Bedford-st | 1 6 1 0 |
| Boundary-street, Kirk-     |         | end Smithdown-lane         | 2 0 1 4 |
| dale road, end of.....     | 2 6 2 8 | Falkner-terrace, Upper     |         |
| Brown-lane, end White-     |         | Parliament-st.....         | 2 0 1 0 |
| field-lane.....            | 2 6 1 8 | Fox-st, end G. Homer-st,   | 1 6 1 0 |
| Breck-house.....           | 3 6 2 4 | George's-pier.....         | 1 6 1 0 |
| Brook-ho, Smithdown-lane   | 3 6 2 4 | Gilead-house, Kensington   | 2 0 1 4 |
| Brougham-terrace.....      | 1 6 1 0 | Gloucester pl. (centre of) | 1 6 1 0 |
| Brownlo-st, end Dover-st   | 1 0 0 8 | Grinfield-street, Smith-   |         |
| end Brownlow-hill.....     | 1 6 1 0 | down-lane.....             | 2 0 1 4 |
| Brunswick-dock (centre)    | 2 6 1 8 | Gt-Geo's-st, St. James-st  | 1 6 1 0 |
| Cabbage-hall.....          | 3 0 2 0 | Gt. Homer-st, end Fox-st.  | 1 6 1 0 |
| Calderstones, Allerton..   | 6 0 4 0 | Gt. Mersey-st, Kirkdale    | 2 6 1 8 |
| Canal Packet Station.      |         | Gt. Oxford-st. N. south-e. | 2 0 1 4 |
| Leeds-street.....          | 1 6 1 0 | north end                  | 2 0 1 4 |
| Canning-st, N. Cemetery    | 1 6 1 0 | Hanover-st, Duke-st ..     | 1 0 0 8 |
| Percy-street.....          | 1 6 1 0 | Canning-place.....         | 1 6 1 0 |
| Grove-street.....          | 2 0 1 4 | Heathfield-house.....      | 5 0 3 4 |
| Cattle Market (New) ..     | 3 6 2 4 | Hope-st, to Canning-st.    | 1 6 1 0 |
| Cemetery (New).....        | 6 1 0   | to Up, Parliament-st.      | 2 0 1 4 |
| Chatham-street.....        | 2 0 1 4 | Huskisson-st, Chatham-     |         |
| Chester-st, Upper War-     |         | street.....                | 2 0 1 4 |
| wick-street.....           | 2 0 1 4 | Islington-sq, end Shaw-st  | 1 0 0 8 |

(OVER)

| Coach                      | Car     | Coach                      | Car     |
|----------------------------|---------|----------------------------|---------|
| s d s d                    | s d s d | s d s d                    | s d s d |
| Kensington to Mr Carvers   | 1 6 1 0 | Seacombe-slip.....         | 1 6 1 0 |
| Queen's Arms Hotel....     | 1 6 1 0 | Seel-street.....           | 1 0 0 8 |
| Kirkdale, Liver inn....    | 2 6 1 8 | Shaw-street, Islington..   | 1 6 1 0 |
| Lark-hill (West Derby)     | 4 6 3 0 | Everton Brow.....          | 1 6 1 0 |
| Low-hill.....              | 1 6 1 0 | Smithdown lane, end of     |         |
| Marybone, end Gt. Cross    |         | Lodge-lane.....            | 2 6 1 8 |
| hall-street.....           | 1 0 0 8 | Soho-st, end W. Henry-st   | 1 0 0 8 |
| Moss-st, Islington-sq. ..  | 1 0 0 8 | South Shore (tail house)   | 3 0 2 0 |
| London-road.....           | 1 6 1 0 | Spekelands.....            | 2 6 1 8 |
| Monnt-pleasant, end of     |         | Stanhope-street.....       | 2 0 1 4 |
| Hope-street.....           | 1 6 1 0 | St. Ann's Church.....      | 1 0 0 8 |
| Necropolis, Low hill ..    | 1 6 1 0 | St. Anthony's Chapel ..    | 2 0 1 4 |
| Netherfield-road North,    |         | St. James' Market.....     | 1 6 1 0 |
| Mr. Earle's house....      | 2 0 1 4 | St. James' walk, Upper     |         |
| Newsham-house.....         | 2 6 1 8 | Parliament-street.....     | 2 0 1 4 |
| Oak-hill, Old Swan.....    | 4 6 3 0 | St. Martin's street.....   | 1 6 1 0 |
| Old Swan.....              | 4 0 2 8 | St. Michael's Ch. Pitt-st. | 1 6 1 0 |
| Oxford-st, Crown st....    | 2 0 1 4 | St. Patrick's Chapel, St.  |         |
| Paddington, half way up    | 1 6 1 0 | James'.....                | 2 0 1 4 |
| Park-lane, end Kent-st.    | 1 6 1 0 | Town-hall.....             | 1 6 1 0 |
| Parliament-st, Queensdk    | 2 6 1 8 | Toxteth-park, High-park    |         |
| Pembroke-place, end of     |         | Coffee house.....          | 2 6 1 8 |
| Ashton-street.....         | 1 0 0 8 | Lower park Coffee-h.       | 3 0 2 0 |
| Pythian-st, Low-hill (cen) | 1 6 1 0 | The Dingle.....            | 3 6 2 4 |
| Plumbe's-hall.....         | 2 6 1 8 | Herculaneumpottery ..      | 3 6 2 4 |
| Prince's dock, center ga.  | 2 0 1 4 | St. Michael's church ..    | 4 0 2 8 |
| Basin.....                 | 2 6 1 8 | Fulwood lodge.....         | 4 6 3 0 |
| Queen's dock, Norfolk-st.  | 2 0 1 4 | Otterspool.....            | 5 0 3 4 |
| Queen's-square.....        | 1 0 0 8 | Tuebrook.....              | 3 6 2 4 |
| Railway Sta. Wapping..     | 2 0 1 4 | Vauxhallrd, end Leeds-st   | 1 0 0 8 |
| Ranelagh-place.....        | 1 0 0 8 | Burlington-st.....         | 1 6 1 0 |
| Richmond-hill, Breck-la.   | 3 0 2 0 | Leigh bridge.....          | 2 0 1 4 |
| Rodney-st, Leece st....    | 1 0 0 8 | Warwick-street, Park-rd    | 2 0 1 4 |
| Mount-pleasant.....        | 1 0 0 8 | Waterloo hotel.....        | 1 0 0 8 |
| Rodney-st, Duke-street     | 1 6 1 0 | Wavertree.....             | 4 0 2 8 |
| Rosecommon-st, bot. end    | 1 6 1 0 | Wellington-road.....       | 2 6 1 8 |
| Netherfield-rd. south      | 2 0 1 4 | West Derby Chapel....      | 5 0 3 4 |
| Royal hotel.....           | 1 0 0 8 | West Derby-street.....     | 1 6 1 0 |
| Sandhill's-bridge.....     | 3 0 2 0 | Williamson-square.....     | 1 0 0 8 |
| Saracen's-head inn.....    | 1 0 0 8 | Windsor-st, Up. Hill-st    |         |
| Scotland-place.....        | 1 0 0 8 | Harrington.....            | 2 0 1 4 |
| Scotland-rd. Mile end ..   | 1 6 1 0 | Zoological Gardens....     | 2 0 1 4 |

FARES.—The fare of every Carriage, being a Coach, for a distance not exceeding one thousand yards, one shilling; exceeding one thousand yards and not exceeding one thousand seven hundred yards, one shilling and sixpence; and for each seven hundred yards, or any intermediate distance, the additional sum of sixpence.—Car fares one-third less.



## LEEDS HACKNEY COACH FARES.

For Coaches with four wheels From 7 in the morning till 12 at night

## BY TIME.

|  |    |    |
|--|----|----|
| Not exceeding first quarter of an hour ..... | 1s | 0d |
| Every succeeding quarter of an hour .....    | 0  | 6  |
| For every day not exceeding 12 hours .....   | 18 | 0  |

## BY DISTANCE.

|   |   |   |
|---|---|---|
| Not exceeding two-thirds of a mile .....  | 1 | 0 |
| Exceeding two-thirds of a mile, but not exceeding 1 mile .....                              | 1 | 6 |
| For every distance not exceeding one-third of a mile after the first mile, additional ..... | 0 | 6 |
| For every passenger above four an addition of one-fourth of the whole fare.                 |   |   |
| For every stoppage (after the 1st fare) to take 2 or more up .....                          | 0 | 6 |
| For every quarter of an hour waiting, after being called or sent for, additional .....      | 0 | 6 |
| Persons calling a Coach and not using it .....  | 1 | 0 |
| Coaches taken through a Tollgate where mileage is due, for every mile, additional .....     | 0 | 3 |

Where any Coach is sent for and not used, the sum charged to be according to the distance from the Stand or other place where engaged, to the place where sent to, with an additional charge for waiting, if any due.

Where the fare for any Coach, &c. with 4 wheels, amounts to 4s., or for any Car, &c. with two wheels, to 3s., the person or persons hiring the same to be at liberty to detain the same not exceeding one hour, and return again for half fare.

The driver or owner to be at liberty to charge either for time or distance, at his option.

Where any Coach or other carriage, with four wheels or two wheels, shall take up a fare, between the hours of 12 o'clock at night and 7 o'clock in the morning, (which the owner or driver may, at his option, elect or decline to do), such owner or driver shall be entitled to demand and receive double the fares above-mentioned; which fares shall be deemed a compensation for any reasonable luggage\* which the passenger may have with him.

The Omnibus charges are 6d. each to all parts of the town, with 112lbs. of luggage to each person.

This applies both to night and day fares.

## GLASGOW HACKNEY COACH FARES.

## ONE SHILLING FARES.—HALF MILE.

*From the stand at the Cross, to*

Sidney street, Gallowgate—High Church—Royal Exchange—South End of Old Bridge.

*From the stand, foot of Glassford street, to*

Foot of Jamaica street—St. George's Church—York street, Argyll street—Portland street, Carlton Place.

*From the stand, Gallowgate, near Saracen's Head Inn, to*

Henrietta street, Gallowgate.

*From the stand, Maxwell street, to*

Mains street, Argyll street—Carlton Place—Brown street, Broomielaw—John street, George street—Renfield street, St. Vincent street.

*From the stand, West George street, near Renfield street to* Woodside street, Garscube road—Oswald street, Broomielaw—Albion street, George street.

*From the stand, south side of George Square, to*

Cowcaddens Toll—North End of Glasgow Bridge—Blythswood Place—North End of Old Bridge.

*From the stand, Steam Boat Quay, to*

Cranston Hill—North End of Glasgow Bridge.

## One Shilling and Sixpence—One mile.

*From the stand at the Cross, to*

St. Rollox, Monkland Canal—Gorbals Church Yard—East End of Sauchiehall road.

*From the stand, foot of Glassford street, to*

Port-Eglinton—Clyde street, Broomielaw—Maitland street, Maxwellton place—Cowcaddens.

*From the stand, Gallowgate, near Saracen's Head Inn, to*

York street, Argyll street—St. George's Church—Camlachie Toll—Foot of Jamaica street.

*From the stand, Maxwell street, to*

West End of Anderston—Cavalry Barracks—Steam Boat Quay—Port-Dundas road—Infirmary.

*From the stand, West George street, near Renfield street, to*

Black Quarry Toll—Port-Eglinton, West End of Anderston—South End of Hutcheson Bridge—Port Dundas.

*From the stand, south side of George Square, to*

Port Dundas—Monkland Canal Basin—Steam Boat Quay.

*From the Stand, Steam Boat Quay, to*

George Square—Hutcheson Bridge—Eglinton street.

**Two Shillings and Threepence.**

ONE AND HALF MILE.

*From the stand at the Cross, to*  
 Botanic Gardens—Sighthill—Port-Eglinton—Steam Boat Quay  
 —Rutherglen Bridge.

*From the stand, Gallowgate, near Saracen's Head Inn, to*  
 West End of Anderston—Clyde street, Broomielaw.

*From the stand, Maxwell street, to*  
 Sandyford Toll—Black Quarry Toll.

*From the stand, West George street, near Renfield street, to*  
 Sandyford Toll—Whitevale.

*From the stand, south side of George Square, to*  
 Botanic Garden—Lodge-my-Loons—Hamilton Hill.

*From the stand, Steam Boat Quay, to*  
 Infantry Barracks—Blythswood Place—Kensington Place.

**Two Shillings and Sixpence.**

ONE AND THREE-QUARTERS MILE.

*From the stand at the Cross, to*  
 Shawfield Toll—Flemington—Port-Eglinton Toll—Sawmillfield.

*From the stand, foot of Glassford street, to*  
 Strathbungo—Carntyne Toll—Sighthill—St. George's road.

*From the stand, Gallowgate, near Saracen's Head Inn, to*  
 Finnieston road, Dumbarton road—Muirhouse Toll—Sighthill.

*From the stand, Maxwell street, to*  
 St. George's road.

*From the stand, West George street, near Renfield street, to*  
 Campbellfield, Gallowgate—Strathbungo—Barrowfield Toll.

*From the stand, south side of George Square, to*  
 Sighthill—Strathbungo—Shawfield Printfield.

*From the stand, Steam Boat Quay, to*  
 Port-Dundas—Garnethill—Green street, Great Hamilton st.

**Southampton Flies.**

To or from the Railway Terminus or any of the Hotels, or to  
 any part of the town at the following fares:—

|   | 1 p.  | 2 p.  |
|---|-------|-------|
| <b>FLYS, (Luggage included.)</b>                                    | s. d. | s. d. |
| To the Pier, and all below the Bar.....                             | 1 0   | 1 6   |
| To any part above Bar, or within the<br>boundaries of the Town..... | 1 6   | 2 0   |
| To Four-post, Highfield, and Portswood ....                         | 2 6   | 3 0   |
| <i>Barrowmen and Porters.</i>                                       | s. d. |       |
| To the Pier, and all below the Market.....                          | 1 0   |       |
| To above the Market, and within the Bar                             | 1 6   |       |
| To above the Bar.....   | 2 0   |       |

**DUBLIN COACH AND CAR FARES.**

*Note.*—All public carriages are under the control of the Magistrates of the head office of Police, Exchange Court, Royal Exchange, to whom complaints against owners or drivers are to be preferred, within fourteen days after the offence is committed.

**RATES ACCORDING TO TIME.**

|  | From 6 a.m.<br>to 12 Night. |               | From 12 Night<br>to 6 a.m. |              |
|--|-----------------------------|---------------|----------------------------|--------------|
|  | Coach                       | Car           | Coach                      | Car          |
| A Set down within the public lights,<br>if within the Circular Road..... | s. d.<br>1 4                | s. d.<br>0 10 | s. d.<br>2 0               | s. d.<br>1 3 |
| Beyond the Circular Road, and with-<br>in the Royal and Grand Canals..   | 1 6                         | 1 0           | 2 2                        | 1 6          |
| For the first hour .....   | 2 0                         | 1 3           | 2 0                        | 1 3          |
| For every hour after .....   | 1 6                         | 0 8           | 2 0                        | 1 3          |
| For twelve hours.....  | 12 6                        | 7 0           | —                          | —            |

Fares of Carriages plying as stages between Dublin and Kingstown:—

For an inside seat in a Coach or Caravan, drawn  
 by two or more horses .....

For an outside seat on same.....

Those carriages cannot be compelled to leave Kingstown road, except by private agreement.

All carriages to travel at the rate of five miles per hour, at the least.

Carriages are deemed on their stand wherever met, provided they be not at the time actually engaged.

A set-down implies going to any of the places, rated, and returning with the employer, provided there be not a delay of more than fifteen minutes.

If there be a delay of more than fifteen minutes caused by the employer at any place rated, the driver may charge the set-down there, and for every half-hour after, at the same rate as if taken by the hour.

Drivers of carriages or cars have the choice of being paid either the fare to any of the places rated, or by the hour; but in no case to exceed a day's fare.

Each carriage or car to carry four grown persons and 30 lbs. of luggage, or a child on the lap, and no more, except by agreement with the driver.

The owners and drivers of carriages and cars are required by the Magistrates to have a book of the fares always with them when employed by the public, to produce to them for their information, and any driver neglecting to have such book of fares, or refusing to produce it when demanded, by the person hiring the same, is liable to a penalty of twenty shillings.



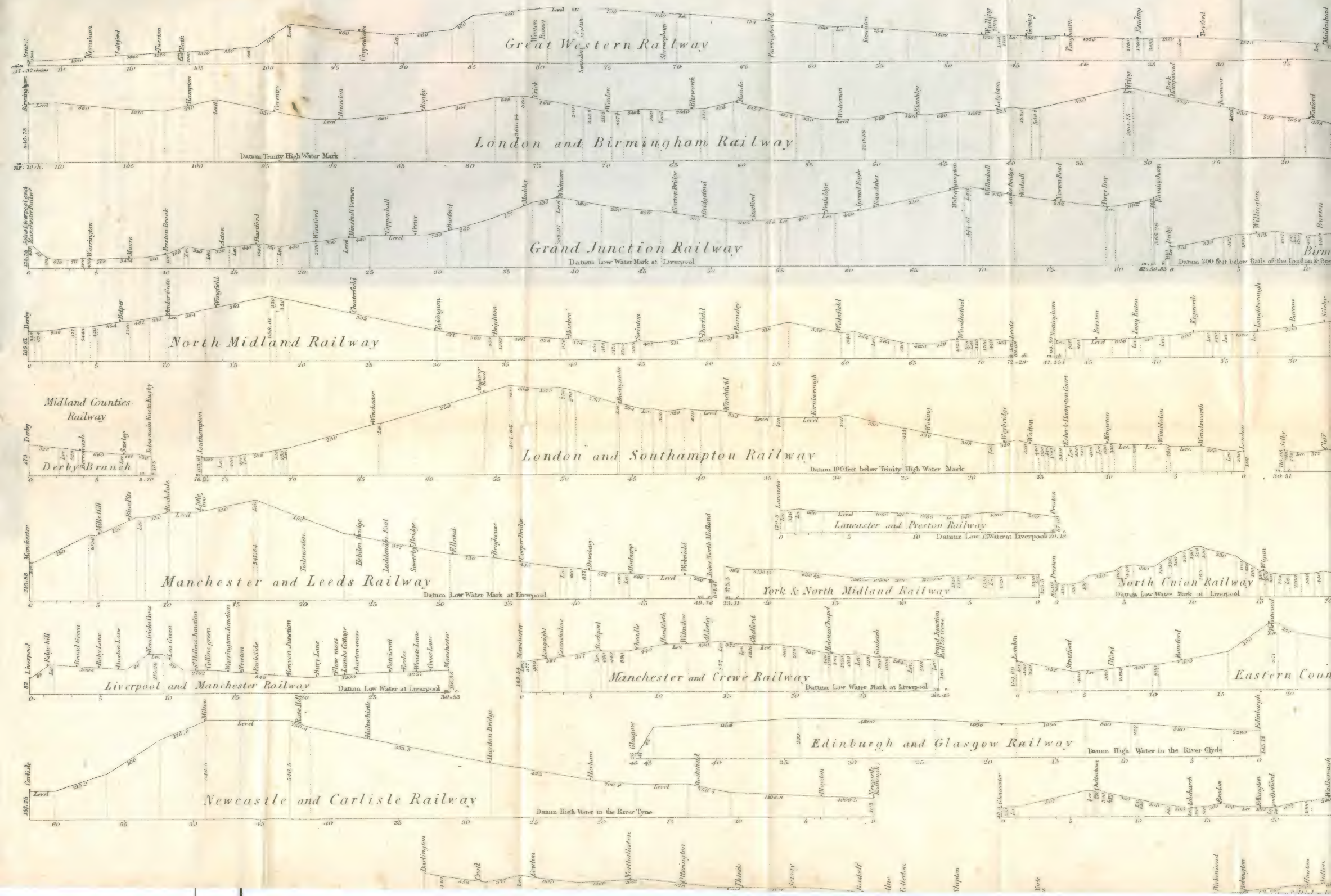
## TABLE

## OF THE LATITUDES AND LONGITUDES,

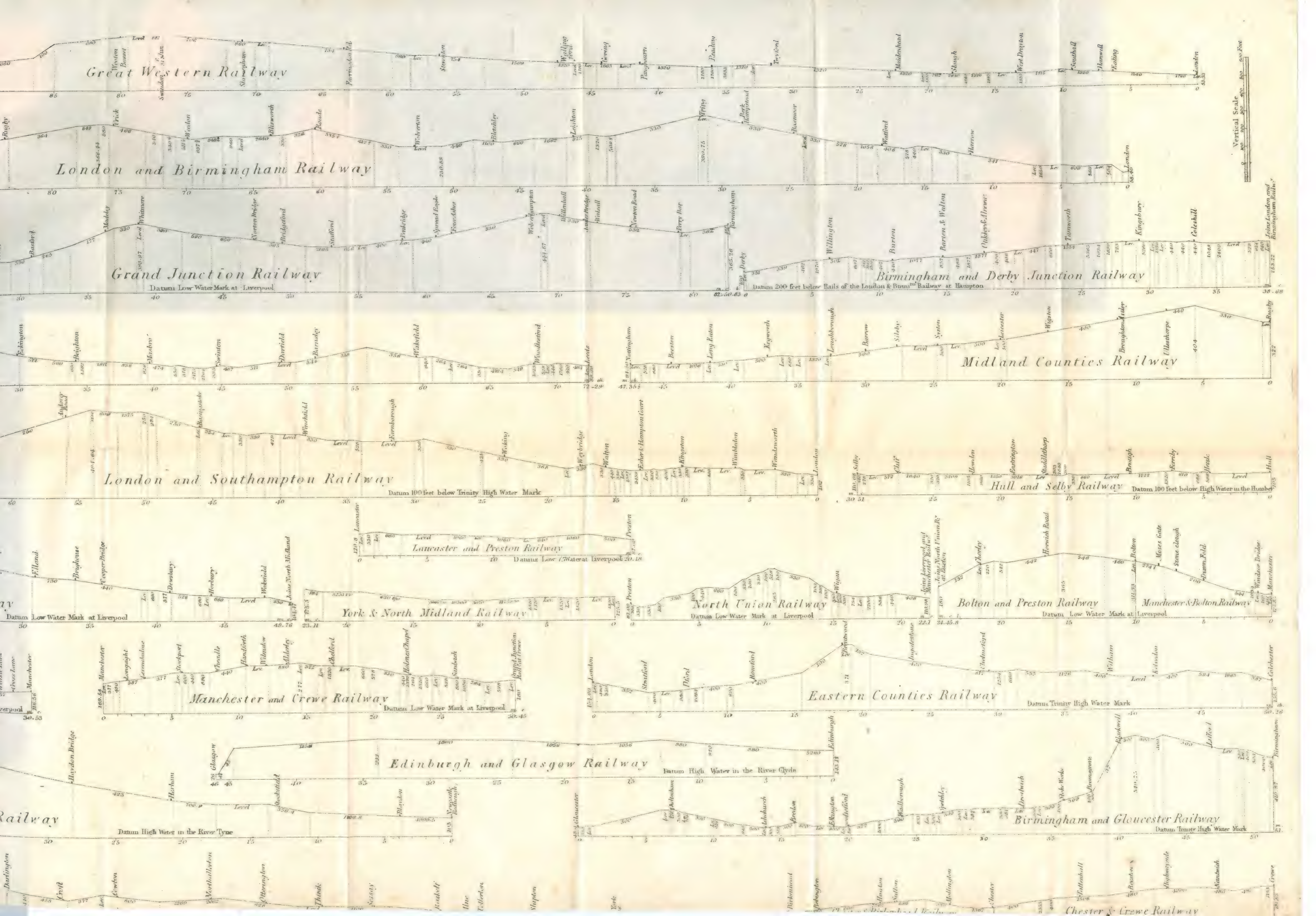
And consequent Difference of Time, in *minutes* and *seconds*, compared with GREENWICH, of some of the principal Towns and Ports in the Empire; from which also the difference of time at any two places named in the Table, may readily be found.

## ENGLAND AND WALES.

| Names of Places, &c. | Latitude N. |    | Longitude |    | Time, fast or slow<br>as compared<br>with Greenwich |      |      |
|----------------------|-------------|----|-----------|----|---|------|------|
|                      | °           | '  | °         | '  | MIN.  | SEC. |      |
| Bangor .. ..         | 53          | 14 | 4         | 6  | 16  | 24   | slow |
| Barnsley .. ..       | 53          | 34 | 1         | 32 | 6   | 8    | slow |
| Bath .. ..           | 51          | 23 | 2         | 22 | 9   | 28   | slow |
| Beirwick .. ..       | 55          | 47 | 2         | 0  | 8   | 0    | slow |
| Birmingham ..        | 52          | 30 | 1         | 53 | 7   | 32   | slow |
| Bolton .. ..         | 53          | 35 | 2         | 26 | 9   | 44   | slow |
| Bridgewater ..       | 51          | 8  | 2         | 59 | 11  | 56   | slow |
| Brighton .. ..       | 50          | 50 | 0         | 8  | 0   | 32   | slow |
| Bradford, York       | 53          | 48 | 1         | 47 | 7   | 8    | slow |
| Bristol .. ..        | 51          | 27 | 2         | 35 | 10  | 20   | slow |
| Buxton .. ..         | 53          | 15 | 1         | 55 | 7   | 40   | slow |
| Cambridge .. ..      | 52          | 13 | 0         | 6  | 0   | 24   | fast |
| Canterbury .. ..     | 51          | 18 | 1         | 4  | 4   | 16   | fast |
| Carlisle .. ..       | 54          | 53 | 2         | 54 | 11  | 36   | slow |
| Cheltenham ..        | 51          | 54 | 2         | 4  | 8   | 16   | slow |
| Chester .. ..        | 53          | 11 | 2         | 53 | 11  | 32   | slow |
| Coventry .. ..       | 52          | 24 | 1         | 30 | 6   | 0    | slow |
| Croydon .. ..        | 51          | 23 | 0         | 7  | 0   | 28   | fast |
| Darlington ..        | 54          | 32 | 1         | 34 | 6   | 16   | slow |
| Derby .. ..          | 52          | 56 | 1         | 28 | 5   | 52   | slow |
| Dover .. ..          | 51          | 8  | 1         | 18 | 5   | 12   | fast |
| Dungeness Lt. house  | ..          | .. | 0         | 58 | 3   | 52   | fast |
| Durham .. ..         | ..          | .. | 1         | 30 | 6   | 0    | slow |
| Eddystone Lt. house  | 50          | 11 | 4         | 17 | 17  | 8    | slow |
| Exeter .. ..         | 50          | 43 | 3         | 32 | 14  | 8    | slow |
| Falmouth .. ..       | 50          | 9  | 5         | 4  | 20  | 16   | slow |
| Gloucester .. ..     | 51          | 52 | 2         | 14 | 8   | 56   | slow |
| Halifax .. ..        | 53          | 44 | 1         | 52 | 7   | 28   | slow |
| Holyhead .. ..       | 53          | 19 | 4         | 38 | 18  | 32   | slow |
| Hull .. ..           | 53          | 45 | 0         | 20 | 1   | 20   | slow |
| Ipswich .. ..        | 52          | 4  | 1         | 8  | 4   | 32   | fast |
| Lancaster .. ..      | 54          | 8  | 2         | 47 | 11  | 8    | slow |







## ENGLAND AND WALES.

OF  
And cons  
compa  
Towns  
differe  
may re

Names of

Bangor  
Barnsley  
Bath  
Be Wick  
Birming  
Bolton  
Bridgew  
Brighton  
Bradford  
Bristol  
Buxton  
Cambridge  
Canterbury  
Carlisle  
Cheltenham  
Chester  
Coventry  
Croydon  
Darlington  
Derby  
Dover  
Dunstable  
Durham  
Eddisbury  
Exeter  
Falmouth  
Gloucester  
Halifax  
Holyhead  
Hull  
Ipswich  
Lancaster

| Names of Places, &c. | Latitude N. |    | Longitude |      | Time, fast or slow<br>as compared<br>with Greenwich |         |
|----------------------|-------------|----|-----------|------|---|---------|
|                      | °           | '  | °         | '    | MIN.  | SEC.    |
| Land's End ..        | 50          | 5  | 5         | 43 W | 22  | 52 slow |
| Leeds .. ..          | 53          | 48 | 1         | 34 W | 6   | 16 slow |
| Leicester .. ..      | 52          | 38 | 1         | 8 W  | 4   | 32 slow |
| Lincoln .. ..        | 53          | 14 | 0         | 33 W | 2   | 12 slow |
| Liverpool .. ..      | 53          | 25 | 2         | 59 W | 11  | 56 slow |
| Lizard Light ..      | 49          | 57 | 5         | 13 W | 20  | 52 slow |
| London, Saint Paul's | 51          | 31 | 0         | 5 W  | 0   | 22 slow |
| Macclesfield ..      | 53          | 16 | 2         | 8 W  | 8   | 32 slow |
| Manchester ..        | 53          | 29 | 2         | 13 W | 8   | 52 slow |
| Merthyr Tydvil ..    | 51          | 44 | 3         | 22 W | 13  | 28 slow |
| Newcastle-on-Tyne    | 54          | 59 | 1         | 37 W | 6   | 28 slow |
| Northampton ..       | 52          | 14 | 0         | 54 W | 3   | 36 slow |
| Norwich .. ..        | 52          | 38 | 1         | 18 E | 5   | 12 fast |
| Nottingham ..        | 52          | 58 | 1         | 9 W  | 4   | 36 slow |
| Oxford .. ..         | 51          | 45 | 1         | 15 W | 5   | 1 slow  |
| Plymouth .. ..       | 50          | 23 | 4         | 7 W  | 16  | 29 slow |
| Portsmouth ..        | 50          | 47 | 1         | 6 W  | 4   | 24 slow |
| Preston .. ..        | 53          | 46 | 2         | 41 W | 10  | 44 slow |
| Ramsgate .. ..       | 51          | 21 | 1         | 24 E | 5   | 36 fast |
| Rochdale .. ..       | 53          | 37 | 2         | 9 W  | 8   | 36 slow |
| Rugby .. ..          | 52          | 22 | 1         | 15 W | 5   | 0 slow  |
| Scarborough ..       | 54          | 17 |           | 24 W | 1   | 36 slow |
| Selby .. ..          | 53          | 47 | 1         | 3 W  | 4   | 12 slow |
| Shields .. ..        | 55          | 0  | 1         | 26 W | 5   | 44 slow |
| Sheffield .. ..      | 53          | 23 | 1         | 30 W | 6   | 0 slow  |
| Southampton ..       | 50          | 54 | 1         | 24 W | 5   | 36 slow |
| Stafford .. ..       | 52          | 48 | 2         | 7 W  | 8   | 28 slow |
| Stockport .. ..      | 53          | 25 | 2         | 9 W  | 8   | 36 slow |
| Stockton-on-Tees     | 54          | 34 | 1         | 19 W | 5   | 16 slow |
| Sunderland .. ..     | 54          | 55 | 1         | 23 W | 5   | 32 slow |
| Wakefield .. ..      | 53          | 41 | 1         | 32 W | 6   | 8 slow  |
| Wigan .. ..          | 53          | 33 | 2         | 38 W | 9   | 52 slow |
| Winchester ..        | 51          | 4  | 1         | 19 W | 5   | 16 slow |
| Windsor .. ..        | 51          | 29 | 0         | 37 W | 2   | 28 slow |
| Wolverhampton        | 52          | 35 | 2         | 8 W  | 8   | 32 slow |
| Worcester .. ..      | 52          | 12 | 2         | 13 W | 8   | 52 slow |
| Yarmouth .. ..       | 52          | 36 | 1         | 46 E | 7   | 4 fast  |
| York .. ..           | 53          | 58 | 1         | 6 W  | 4   | 24 slow |
| ISLE OF MAN.         |             |    |           |      |   |         |
| Douglas .. ..        | 54          | 11 | 4         | 30 W | 18  | 0 slow  |



m Morning. a Afternoon.

QUARTERLY  
TARMS.

☉ New Moon  
☾ First Quar.  
☉ Full Moon  
☾ Last Quar.

| JAN.        | S  | M  | T  | W  | T  | F  | S  |
|-------------|----|----|----|----|----|----|----|
| 1st Month   |    |    |    |    |    |    |    |
| ☉ 5.5.34 a  | 7  | 8  | 9  | 10 | 11 | 12 | 13 |
| ☉ 12.9.31 a | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| ☉ 19.6.18 a | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| ☉ 27.0.31 a | 28 | 29 | 30 | 31 |    |    |    |

| FEB.       | S  | M  | T  | W  | T  | F  | S  |
|------------|----|----|----|----|----|----|----|
| 2d Month   |    |    |    |    |    |    |    |
| ☉ 4.8.43m  | 4  | 5  | 6  | 7  | 8  | 9  | 10 |
| ☉ 11.5.22m | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| ☉ 18.4.6m  | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| ☉ 26.9.58m | 25 | 26 | 27 | 28 | 29 |    |    |

| MARCH       | S  | M  | T  | W  | T  | F  | S  |
|-------------|----|----|----|----|----|----|----|
| 3rd Month   |    |    |    |    |    |    |    |
| ☉ 4.9.2 a   | 3  | 4  | 5  | 6  | 7  | 8  | 9  |
| ☉ 11.1.20 a | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| ☉ 19.0.17m  | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| ☉ 27.5.2 m  | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
|             | 31 |    |    |    |    |    |    |

| APRIL       | S  | M  | T  | W  | T  | F  | S  |
|-------------|----|----|----|----|----|----|----|
| 4th Month   |    |    |    |    |    |    |    |
| ☉ 3.6.58m   | 7  | 8  | 9  | 10 | 11 | 12 | 13 |
| ☉ 10.9.9 a  | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| ☉ 17.4.32 a | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| ☉ 25.8.17 a | 28 | 29 | 30 |    |    |    |    |

| MAY          | S  | M  | T  | W  | T  | F  | S  |
|--------------|----|----|----|----|----|----|----|
| 5th Month    |    |    |    |    |    |    |    |
| ☉ 2.3.16 a   | 5  | 6  | 7  | 8  | 9  | 10 | 11 |
| ☉ 9.8.23m    | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| ☉ 17.8.53m   | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| ☉ 25.7.30m   | 26 | 27 | 28 | 29 | 30 | 31 |    |
| ☉ 31.10.47 a |    |    |    |    |    |    |    |

| JUNE        | S  | M  | T  | W  | T  | F  | S  |
|-------------|----|----|----|----|----|----|----|
| 6th Month   |    |    |    |    |    |    |    |
| ☉ 7.8.29 a  | 2  | 3  | 4  | 5  | 6  | 7  | 8  |
| ☉ 16.0.26 a | 9  | 10 | 11 | 12 | 13 | 14 | 15 |
| ☉ 23.3.24 a | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| ☉ 30.6.17m  | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
|             | 30 |    |    |    |    |    |    |

Ladyd. 25 Mar  
Mids. 24 June  
Mich. 29 Sept  
Chris. 25 Dec.

| JULY        | S  | M  | T  | W  | T  | F  | S  |
|-------------|----|----|----|----|----|----|----|
| 7th Month   |    |    |    |    |    |    |    |
| ☉ 7.10.50m  | 7  | 8  | 9  | 10 | 11 | 12 | 13 |
| ☉ 14.2.23 a | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| ☉ 22.9.13 a | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| ☉ 29.2.33 a | 28 | 29 | 30 | 31 |    |    |    |

| AUG.       | S  | M  | T  | W  | T  | F  | S  |
|------------|----|----|----|----|----|----|----|
| 8th Month  |    |    |    |    |    |    |    |
| ☉ 6.3.26m  | 4  | 5  | 6  | 7  | 8  | 9  | 10 |
| ☉ 14.2.32m | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| ☉ 21.2.16m | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| ☉ 28.0.34m | 25 | 26 | 27 | 28 | 29 | 30 | 31 |

| SEPT.       | S  | M  | T  | W  | T  | F  | S  |
|-------------|----|----|----|----|----|----|----|
| 9th Mon.    |    |    |    |    |    |    |    |
| ☉ 4.9.43 a  | 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| ☉ 12.1.16 a | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| ☉ 19.7.52m  | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| ☉ 26.1.13 a | 29 | 30 |    |    |    |    |    |

| OCT.        | S  | M  | T  | W  | T  | F  | S  |
|-------------|----|----|----|----|----|----|----|
| 10th Mon.   |    |    |    |    |    |    |    |
| ☉ 4.4.29 a  | 6  | 7  | 8  | 9  | 10 | 11 | 12 |
| ☉ 11.1.24 a | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| ☉ 18.3.16 a | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| ☉ 26.5.5m   | 27 | 28 | 29 | 30 | 31 |    |    |

| NOV.         | S  | M  | T  | W  | T  | F  | S  |
|--------------|----|----|----|----|----|----|----|
| 11th Mon.    |    |    |    |    |    |    |    |
| ☉ 8.10.19m   | 3  | 4  | 5  | 6  | 7  | 8  | 9  |
| ☉ 10.9.36m   | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| ☉ 17.1.31m   | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| ☉ 24.11.42 a | 24 | 25 | 26 | 27 | 28 | 29 | 30 |

| DEC.        | S  | M  | T  | W  | T  | F  | S  |
|-------------|----|----|----|----|----|----|----|
| 12th Mon.   |    |    |    |    |    |    |    |
| ☉ 3.2.8 m   | 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| ☉ 9.8.13 a  | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| ☉ 16.3.22 a | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| ☉ 24.7.29 a | 29 | 30 | 31 |    |    |    |    |

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**Elegance and Economy for the Table.**  
**CRUET FRAME. BUTTER COOLER.**

4 Cut Bottles, 28s.



Chased Scroll Bordered  
 Butter Dish, with Orna-  
 ment on Lid, and Cut  
 Glass Tub, £1 7s. 0d.

**SILVER SUPERSEDED**, and those corrosive and injurious Metals, called Nickel and German Silver, supplanted by the introduction of a new, and perfectly matchless **ALBATA PLATE**, C. WATSON, 41 & 42, BARBICAN, and 16, NORTON FOLGATE, aided by a person of Science in the amalgamation of Metals, has succeeded in bringing to Public Notice the most beautiful article ever yet offered; possessing all the richness of Silver in appearance, with all its durability and hardness---with its perfect sweetness in use, undergoing as it does, a Chemical Process, by which, all that is nauseous in mixed Metals is entirely extracted---resisting all Acids---may be cleaned as silver and is manufactured into every Article for the Table and Sideboard.

|                                |            |                 |               |
|--------------------------------|------------|-----------------|---------------|
| Table Spoons and Forks, Fiddle | 16s 6d doz | Threaded 30s 0d | King's 35s 0d |
| Dessert Ditto Ditto            | - 12s 6d   | Do 25s 0d       | Do 28s 0d     |
| Tea Spoons                     | - 5s 6d    | Do 12s 6d       | Do 13s 6d     |
| Sugar Tongs                    | - 1s 3d    | Do 3s 0d        | Do 3s 6d      |

C. WATSON begs the Public will understand that this Metal is peculiarly his own, and that Silver is not more different from Gold, than his Metal is from all others---on its intrinsic merit alone he wishes it to be tested, and from the daily increasing eulogiums he receives, he is convinced that nothing can prevent its becoming an article of universal wear. C. WATSON'S handsomely ILLUSTRATED CATALOGUE and PRICE CURRENT, is just Published, and Families who regard economy and elegance, should possess themselves of this useful Book, which may be had GRATIS, and Post Free from the above Address.

**TEA TRAYS, TEA URNS, KNIVES & FORKS, DISH COVERS, &c.**

A set of three Paper Tea Trays, including the largest size made, 35s.---very richly ornamented all over, 50s a set of three, and up to £14---Japan Tea Trays, 7s 6d a set, and upwards---A five quart London-made Bronze Tea Urn, 35s, with the newest patterns up to 5 guineas---A set of six patent raised London-made Dish Covers, 18s 6d---Best imperial raised, 35s 6d, set of six---Elegant silver shape, 52s 6d, set of Six.

Ivory Table Knives, 11s per doz, Desserts, 9s; Carvers, 3s 6d per pair.

|   | Table    | Dessert  | Carvers  |
|---|----------|----------|----------|
| 3½-inch handsome Balance handle                           | 18s doz. | 14s doz. | 6s 6d pr |
| 4-inch Balance-handle, largest and best made              | 20s      | 16s "    | 7s 6d "  |
| Ditto with Watson's Albata Plate Handles, equal to Silver | 22s 6d   | 18s "    | 8s 6d "  |

**41 & 42, Barbican, & 16, Norton Folgate.**

# PATENT PARAGON CAMPHINE LAMPS

The great fault which was last year found with the Vesta from its great smoke and emission of black smuts, is happily entirely obviated in the Paragon—which surpasses in brilliancy and whiteness of light, anything hitherto seen—giving the light of 16 wax candles at the cost of one halfpenny per hour. The largest stock in London to select from at C. WATSON'S Warehouses, 41 and 42, BARBICAN, and 16, NORTON FOLGATE.

The Spirit, analysed and recommended by Dr. Ure, is delivered by C. Watson's carts, at 4s. per gallon in screw cans.

## STILTON HOUSE.

Superior ripe and fine-flavoured Stilton Cheese, from 10d. to 14d. per lb.; fine small smoked Hams, from 7d. to 8½d.; Westphalia Hams, 8½d.; new mild Breakfast Bacon, at 6½d. and 7d. for the half or whole side; highly-smoked Bath Chaps, at 6½d. per lb.; good Cheshire Cheese, at 7d. per lb.; North Wiltshire Cheese, at 7½d. per lb.; good Salt Butter, at 9d. and 10d. per lb.; Devonshire Fresh, at 13d. and 14d. per lb.; new Lard, at 8d. and 8½d., in small bladders.

RICHARD CROSSLEY,  
147, Holborn Bars, City.

N.B. Superior Neats' Tongues, cured upon the Yorkshire principle.

## Adulteration in Guano.---Beware!!

### POTTER'S GUANO,

Used by the first Agriculturists, and preferred by them to the Foreign, is the only Guano that can *positively be depended upon*.

It has stood the test of three seasons, and parties who began by ordering cwt.s. now take tons. A better proof of its good qualities could not be had. It is of UNIFORM COMPOSITION, and DRY, while the foreign varies exceedingly, and often contains as much as 35 per cent. of WATER, besides being fraudulently mixed with coloured clay or brickdust.

Works, 28, Up Fore-street, Lambeth, London.

## THE ONLY SUBSTITUTE FOR SILVER

THAT CAN BE DEPENDED ON

FOR Purity, Hardness, Durability, and an unchangeable SILVERY WHITENESS of appearance, which requires so much scrutiny to distinguish from silver the great variety of elegant articles made of

### BARLOW'S BRITISH PLATE.

Warranted to stand the test of Aqua Fortis, and to retain their silver-like appearance so long as the Articles endure

Detailed Lists of Prices, with Engravings, gratis, but as sample:—

|                                     | Plain Fiddle Pattern |      |      | Dbl. King's  |     |
|-------------------------------------|----------------------|------|------|--------------|-----|
|                                     | No 1                 | No 2 | No 3 | Thrd Pattern |     |
| Table Spoons and Forks, per doz.... | 15s                  | 21s  | 26s  | 33s          | 36s |
| Dessert ditto                       | 12s                  | 14s  | 19s  | 24s          | 26s |
| Tea Spoons                          | 6s                   | 8s   | 10s  | 13s 6d       | 15s |

Tea Pots (the last Silver Pattern) 23s; Coffee Pots 33s; Cruet Frames, with four best Cut Glasses 23s; Chamber Candlesticks 8s 6d; Table ditto 13s 6d per pair; Toast Racks 9s.

As the above are all manufactured by first rate Silver Workers, J. BARLOW begs to caution the Public against several spurious Low Priced Imitations of his Articles, which are only offered to the unsuspecting under the lure of being cheap; the Genuine are only to be had at his Establishment, where no inferior Articles are kept.

### A LARGE STOCK OF Superior Table Cutlery

At Prices lower than were ever offered before, and must be seen to judge of their excellence. Every Article Warranted, and is stamped with J. BARLOW'S name on the blade. Exchanged if not approved of.

### An extensive Assortment of Bronzed Fenders,

Four feet long, 16s. and upwards; and a great variety of New Designs with newly modelled Ornaments, by first rate Artists.

### HIGHLY-POLISHED STEEL FIRE IRONS,

From 6s. per Set, and upwards.

Persons seeking to lay out their money to advantage will do well to visit this Establishment, when they may effect a considerable saving in their purchases.

JAMES BARLOW, 14, King William Street,  
Mansion House. Established 1820.

N.B.—General Furnishing Ironmongery and Export Warehouse.



## NEW PATENT PORTMANTEAU.

For Shooting, Hunting, Fishing, Yachting, Visiting, Cricketing, Archery, and Military Clothes, Ladies' Dresses, State, Clerical, and Legal Robes, PRATT'S PATENT COMPENDIUM PORTMANTEAU is strongly recommended to the Nobility, Gentry, and the Public, having four distinct compartments, and an expanding bag for Boots and Shoes (by which one package less is required); each particular dress can be packed without pressure; either of which is accessible at an instant, without disturbing the others, and all secured by one fastening.

For Railway and Steam-boat Travelling, the COMPENDIUM will be found invaluable; and it can only be obtained at Pratt's Military Furniture Warehouses, 123, New Bond-street, and 19, Cockspur-street, where may be had every article necessary to the Military Officer, the Indian Traveller, and the Tourist.

## To Pedestrians, Sportsmen, &c.

PATENT PEDOMETERS for the Waistcoat Pocket, at PAYNE'S, 163, NEW BOND-STREET, LONDON.

Pedometers for Ladies,

PEDOMETERS for Military Paces, Surveying, &c.

## DR. STOLBERG'S VOICE LOZENGE,

For improving the Voice and removing all affections of the Throat; strongly recommended to Clergymen, Singers, Actors, Public Speakers, persons subject to relaxed Throats, and to all persons desirous of cultivating their Voices, and ensuring a good and clear articulation. They have also been found highly beneficial to those afflicted with Nervous, Hysterical, or Stomachic Coughs. To be had in Boxes, at 1s. 1d., 2s. 9d., and 4s. 6d. each, of every Medicine Vendor in the Kingdom. Musical Agents in London, Messrs. LEADER & Co., 63, New Bond-street. Wholesale Agents, Messrs. BARCLAY & SONS, Farringdon-street.

Testimonials of their Efficacy are published with each Box, from Madame Grisi, Madame Persiani, Madame Eugénie García, Mrs. Alfred Shaw, Miss Rainforth, Miss Romer, Madame Albertazzi, Miss Cooper, Signor Lablache, Signor Giubilei, Mr. Harrison, Mr. Allen, Mr. White, Mr. Wass, Mr. Kioff, Mr. J. Barnett, Mr. George Linley, Mr. Rodwell, Mr. Nelson, &c.

## THE NEW DISCOVERY FOR THE NERVES,

BY DR. GRANDISON. Patronised by above 100 of the Nobility. This invaluable Medicine has effected the most wonderful cures, and bestowed the boon of nervous vigour upon thousands. Many who have proved it will testify that by perseverance, the trembling hand may become steady, the weak heart strong, and nervous irritability, (so often the precursor of insanity) may be arrested. It has secured refreshing sleep (without containing one particle of any opiate) to those who have not enjoyed that blessing for years, and conquered the most obstinate indigestion. It strengthens the stomach, purifies the blood, and restores the spirits, ensuring vigour both of body and mind.

Prepared (for the Proprietor) in London, and sold in boxes at 1s. 1½., 2s. 9d., and 4s. 6d. each, containing advice to the Patient, with testimonials attached, by Barclay and Sons, Farringdon-street; Edwards. St. Paul's Church Yard; Hannay and Co.; and Sanger, Oxford-st.; and by at least one Agent in every Town in the United Kingdom.—Ask for Dr. Grandison's Charity Pills.—“A wonderful yet safe medicine.”—*Professor Mollen.*

## DENTAL SURGERY.

EXTRACTION SUPERSEDED.

MESSRS. MOSELY, surgeon dentists, by appointment to His Majesty the King of Hanover, 32, Haymarket, St. James's, in announcing that they may be consulted daily, as usual, beg to invite attention to their method (peculiar to their own practice) of FILLING DECAYED TEETH. Teeth, however badly decayed, or however large the cavity, filled with gold, enabling the patient to masticate with perfect ease, and rendering extraction unnecessary. Their Terrestrial Artificial Teeth, fixed without wires of any kind, or extraction of stumps, are not only quite indestructible and unchangeable in colour, but being of every shade natural to the original, may be worn, from one to a set, without the slightest difference in shape or colour. Loose teeth fastened without ligatures, and rendered perfectly firm. Observe, 32, Haymarket.

# Health, Long Life, and Happiness!!

## READ AND JUDGE FOR YOURSELVES OF THE EFFICACY OF PARR'S LIFE PILLS:—

I, ALEXANDER DOUGLAS, do hereby declare the good I have received from taking PARR'S LIFE PILLS. In the year 1840 I was afflicted with a most distressing Asthma, Cough, and Shortness of Breath, which reduced me to death's door, notwithstanding my spending nearly £200 in consulting the most eminent medical men in London and Edinburgh. My disease continued unabated, and I was, as a last resource, advised to try my native air of Dundee, which I did, and, at the same time, was recommended by a friend to try PARR'S LIFE PILLS. I commenced with them in the spring of 1843; experiencing relief, I persevered, and am now, in my 63rd year, perfectly cured, and in better health than I have been for many years. Having just arrived in London, I hasten to make my wonderful cure known to the proprietors; and to recommend something to the afflicted worthy of a fair trial, and no favour, I have recommended them to many of my friends, and they have all found relief.

16th day July, 1844,

ALEXANDER DOUGLAS, Farmer.

Witness of the above

ALEXANDER CUTHBERT, Stolswell-road, Dundee.

## Beware of Imitations.

In order to protect the public from imitations, the Hon. Commissioners of Stamps have ordered the words "PARR'S LIFE PILLS" to be engraved on the Government Stamp, pasted round the sides of each box, in White Letters on a Red ground.

Sold by all respectable Medicine Vendors.

## FOR ROTTERDAM,

*Bremen direct, Antwerp, Cologne, Dusseldorp, Coblenz, Mayence, Mannheim, Strasburg, and Basle,*

The well-known elegant and powerful Netherland Steam-Ship "BATAVIER," David Dunlop, Commander, 500 tons burthen, and 200 horse power engines, will leave St. Catharine's Wharf, for the above places, regularly, as stated below.

FARES TO BREMEN DIRECT.....£3 16s. 8d.

### OCTOBER.

| TIME OF<br>DEPARTURE FROM<br>ROTTERDAM. | TIME OF<br>SAILING FROM<br>LONDON. |
|---|------------------------------------|
| Tuesday, 1st .. 1½ p.m.                 | Sunday, 6th... 8 a.m.              |
| Tuesday, 8th .. 9 a.m.                  | Sunday, 13th... 10 a.m.            |
| Tuesday, 15th .. 1 p.m.                 | Sunday, 20th... 9 a.m.             |
| Tuesday, 29th .. 12½ a.m.               | Sunday, 27th... 10 a.m.            |

| PASSAGE MONEY,              | 1st Cabin. | 2nd Cabin | State Cabin. |
|-----------------------------|------------|-----------|--------------|
| From London to Rotterdam .. | £2 2 0     | £1 12 6   | £3 3 0       |
| " Dusseldorp ..             | 2 16 7     | 1 18 11   | 3 3 0        |
| " Cologne ..                | 2 18 6     | 1 19 10   | 3 3 0        |
| " Coblenz ....              | 3 4 11     | 2 2 10    | 3 12 6       |
| " Wisbaden ....             | 3 11 9     | 2 6 4     | 4 1 0        |
| " Mayence ....              | 3 11 4     | 2 5 10    | 4 1 0        |
| " Mannheim ....             | 3 15 6     | 2 8 8     | 4 6 6        |
| " Shroec .....              | 4 0 4      | 2 11 10   | 4 12 0       |
| " Strasburg....             | 4 7 7      | 2 16 10   | 5 4 6        |
| " Basle.....                | 5 0 2      | 3 5 1     |              |
| Rotterdam and Back .....    |            |           | 5 0 0        |

Passengers booked for Antwerp, via Rotterdam, at the same rate as direct, with privilege of remaining a limited time in Rotterdam.

The Batavier is now adapted to sail through the Canals in Holland, and the time of departure is regulated to suit the arrival of the Mails and Railway Trains from all parts of England, and the Tide on the Dutch coast so, to avoid unpleasant detention on the passage. Tickets, not transferable, are given for the voyage out and home, at a considerable reduction; to be made use of at any time within the current year.

The State Cabins on Deck are particularly convenient, and well adapted for families.



Coach £6, Chariot £5, Small four-wheeled Chariot £4, Carriage two-wheel £3, Horse £6, Dog 10s. A considerable reduction on going up the Rhine.

For further particulars apply at the Netherland Steam Boat Company's Office, 50A. King William-street; Hore's Dundee and Perth Steam Office, 18, Strand, and 14, Bucklersbury; Chaplin's, Spread Eagle Office, Regent Circus; Mr. Coghlan, Guide Depot, next to the Post Office, Charing Cross; or to Nicholas Temperley, Ship Agent, 50A. King William-street, London Bridge. Passports may be obtained at the Netherland Consul's, 123, Fenchurch-street. Carriages properly directed, and Horses in charge of proper persons to be sent for Shipment to the St. Catharine's Wharf, at least one hour before the time of sailing.

## CAUTION.

Several SHOPKEEPERS of apparent respectability, for the sake of gaining a trifle more profit, basely attempt to impose their *pernicious compounds* upon the public as the real "MACASSAR OIL" for the Hair, and "KALYDOR" for the Complexion: they copy the bills and labels of the original articles, substituting either a *FICTITIOUS NAME*, or the word "GENUINE," in the place of "ROWLAND'S."

To frustrate such imposition—it is necessary in purchasing either article, to see that the word "ROWLAND'S" is on the wrapper.

### ROWLAND'S MACASSAR OIL.

for the Growth, and for Beautifying the Human Hair.

Price 3s. 6d.; 7s.; or Family Bottles, (equal to four small,) 10s. 6d. and double that size 21s. per bottle.

\*To ensure the genuine article, the words "Rowland's Macassar Oil" are engraven on the back of the label nearly 1,500 times, containing 29,028 letters—WITHOUT THIS NONE ARE GENUINE

### ROWLAND'S KALYDOR.

for the Skin and Complexion,—Price 4s. 6d. and 8s. 6d. per bottle.

### ROWLAND'S ODONTO,

OR PEARL DENTIFRICE,

renders the Teeth beautifully White, and preserves the Gums  
Price 2s. 9d. per box, duty included.

NOTICE.—For the protection of the Public from fraud and imposition, the *Honourable Commissioners of Her Majesty's Stamps* have authorised the Proprietors to have their names engraven on the Government Stamp which is affixed to the KALYDOR and ODONTO, thus—

"A. ROWLAND & SON, 20, Hatton Garden,"

⚠ All without are spurious Imitations.—Ask for  
"ROWLAND'S" Articles.

Sold by them, and by Chemists and Perfumers.

# BRADSHAW'S Railway Companion,

CONTAINING  
THE TIMES OF DEPARTURE  
FARES, &c.  
OF THE RAILWAYS IN GREAT BRITAIN  
AND IRELAND,

AND ALSO  
Hackney Coach Fares,  
FROM THE PRINCIPAL RAILWAY STATIONS

ILLUSTRATED WITH  
MAPS OF THE COUNTRY THROUGH WHICH THE  
RAILWAYS PASS,  
AND PLANS OF  
LONDON, BIRMINGHAM, BRISTOL.  
LIVERPOOL, AND MANCHESTER.

PRICE ONE SHILLING.

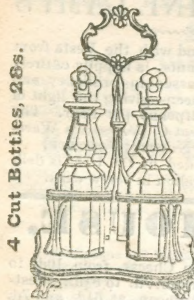
LONDON:

PUBLISHED BY D. BOGUE, 86, FLEET-STREET;

AND SOLD BY ALL BOOKSELLERS & RAILWAY COMPANIES.

1844.

Elegance and Economy for the Table.  
CRUET FRAME. BUTTER COOLER.



4 Cut Bottles, 28s.



Chased Scroll Bordered  
Butter Dish, with Orna-  
ment on Lid, and Cut  
Glass Tub, £1 7s. 0d.

SILVER SUPERSEDED, and those corrosive and injurious Metals, called  
perfectly matchless ALBATA PLATE, C. WATSON, 41 & 42, BARBICAN, and  
16, NORTON FOLGATE, aided by a person of Science in the amalgamation of  
Metals, has succeeded in bringing to Public Notice the most beautiful article  
ever yet offered; possessing all the richness of Silver in appearance, with all  
its durability and hardness—with its perfect sweetness in use, undergoing  
as it does, a Chemical Process, by which, all that is nauseous in mixed  
Metals is entirely extracted—resisting all Acids—may be cleaned as silver  
and is manufactured into every Article for the Table and Sideboard.

Table Spoons and Forks, Fiddle 16s 6d doz " Threaded 30s 0d King's 35s 0d  
Dessert Ditto Ditto - - - 12s 6d " Do 25s 0d Do 28s 0d  
Tea Spoons - - - - - 5s 6d " Do 12s 6d Do 13s 6d  
Sugar Tongs - - - - - 1s 3d " Do 3s 0d Do 3s 6d

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A set of three Paper Tea Trays, including the largest size made, 35s.—  
very richly ornamented all over, 50s a set of three, and up to £14—Japan  
Tea Trays, 7s 6d a set, and upwards—A five quart London-made Bronze Tea  
Urn, 35s, with the newest patterns up to 5 guineas—A set of six patent  
raised London-made Dish Covers, 18s 6d—Best imperial raised, 35s 6d, set of  
six—Elegant silver shape, 52s 6d, set of six.

Ivory Table Knives, 11s per doz, Desserts, 9s; Carvers, 3s 6d per pair.

|  | Table    | Dessert  | Carvers  |
|--|----------|----------|----------|
| 3½-inch handsome Balance handle              | 18s doz. | 14s doz. | 6s 6d pr |
| 4-inch Balance-handle, largest and best made | 20s      | 16s "    | 7s 6d "  |
| Ditto with Watson's Albata Plate Handles,    |          |          |          |
| equal to Silver                              | 22s 6d   | 18s      | 8s 6d "  |

41 & 42, Barbican, & 16, Norton Folgate.